

## CHAPTER 4 - COMMENTS AND COORDINATION

This chapter summarizes coordination with agencies and the public. Section 4.1 includes descriptions of key meetings; Section 4.2 includes correspondence letters and emails.

### 4.1 COORDINATION ACTIVITIES AND MEETINGS

Public involvement activities included public meetings, neighborhood meetings, newsletters and flyers, an e-mail database, a website updated regularly with an online comment submission form, and individual responses to comments and/or questions. Agency coordination included solicitation of input into the project and any issues or concerns within the individual agency's jurisdiction or expertise, as well as meetings and other informational publications.

The following is a list of meetings, including summaries, for the I-80 Environmental Study (ES).

- **January 9, 2006:** South Salt Lake City
- **February 8, 2006:** Wasatch Front Regional Council (WFRC) Meeting
- **April 10, 2006:** Salt Lake City
- **April 11, 2006:** South Salt Lake City
- **April 18-May 18, 2006:** Neighborhood Group Meetings/ Aesthetics Workshop
- **May 1, 2006:** Salt Lake City Transportation Advisory Board
- **May 23, 2006:** Salt Lake City Public Meeting
- **May 24, 2006:** Salt Lake City Planning Commission
- **May 30, 2006:** Salt Lake City Council
- **June 5, 2006:** Salt Lake City Transportation Advisory Board
- **June 6, 2006:** PRATT Trail
- **July 10, 2006:** PRATT Trail
- **July 25, 2006:** PRATT Trail
- **April 12, 2007:** Salt Lake City
- **April 30, 2007:** South Salt Lake City
- **May 1 and 8, 2007:** Public Meetings
- **May 7, 2007:** Salt Lake City
- **May 17, 2007:** South Salt Lake City Vision Committee
- **July/August 2007:** Noise Balloting Meetings
- **Fall 2007:** Design Hearing

#### **January 9, 2006: South Salt Lake**

This meeting was held at the offices of South Salt Lake City located at 220 East Morris Avenue, South Salt Lake City, Utah. In attendance were South Salt Lake officials and members of the project team. The issues discussed included an overview of the proposed project and anticipated schedule.

#### **February 8, 2006: Wasatch Front Regional Council (WFRC) Meeting**

This meeting was held at the office of the Wasatch Front Regional Council. In attendance were Doug Hattery and Wayne Bennion with the WFRC and Jim Horrocks and Mack Christensen

with Horrocks Engineers. The purpose of the meeting was to explain to the WFRC the concept and the intended scope of the project, i.e., to provide operational improvements along the I-80 corridor; to add auxiliary lanes between State Street and 700 East and between 700 East and 1300 East; and to make necessary minor improvements to the ramp junction and on the cross streets. Other issues discussed included funding issues and limitations, an extensive public involvement process, and traffic volumes on I-80 and the cross-streets in the project area.

#### **April 7, 2006: Salt Lake City**

This was an informal meeting between project team members and the Salt Lake City park superintendent and other officials with jurisdiction over city parks regarding potential impacts to the Elizabeth Sherman Park. City officials stated that the area of the park between the power substation and the condo south of I-80 were recently improved with sod, trees, and lighting and that the city was very interested in reducing the bridge spans over Highland Drive since there are too many “hiding places”, nothing grows under the bridges, salt comes down from above, etc. They did express the need for a wider trail/sidewalk to extend under the bridge to maintain connectivity with the commercial area north of I-80.

#### **April 10, 2006: Salt Lake City**

This meeting was held at the Salt Lake City offices located at 349 South 200 East, Salt Lake City, Utah. In attendance were officials from Salt Lake City and members of the project team. The issues discussed included general issues such as the scope of work, budget, scheduling, and upcoming public involvement activities, as well as more specific issues such as: the proposed improvements to 700 East and 1300 East; potential impacts and mitigations measures for Elizabeth Sherman Park and Driggs Avenue (and the Highland Park Historic District); the potential closure of 600 East; and drainage and utility issues.

#### **April 11, 2006: South Salt Lake City**

This meeting was held at the South Salt Lake City Offices located at 220 East Morris Avenue, South Salt Lake City, Utah. In attendance were officials from South Salt Lake City and members of the project team. The issues discussed included general issues such as the scope of work, budget, scheduling, and upcoming public involvement activities, as well as more specific issues such as: maintaining access to Morris Avenue from State Street and drainage and utility issues.

#### **April 18, 2006 to May 18, 2006: Neighborhood Group Meetings**

A series of meetings were held with residents of the communities along the I-80 corridor between April 18, 2006 and May 18, 2006<sup>1</sup>, including an aesthetics workshop on April 27, 2006. For the neighborhood meetings, the neighborhoods were broken down into groups as shown in the Social section of Chapter 3 – Social (with the exception of the aesthetics workshop in which all of the residents were invited to participate) with the same presentational materials being used at each of the meetings. The comments received are summarized below:

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<sup>1</sup> Neighborhood meetings held at Nibley Park Elementary School: May 3 – Group 3; May 4 – Group 4; May 9 – Group 5; May 10 – Group 6. Neighborhood meetings held at South Salt Lake Columbus Hall: May 17 – Group 1; May 18 – Group 2.

### GENERAL ISSUES

- Traffic Congestion
- Safety
- Noise
- Air Quality
- Water Quality
- Pedestrian and Bicycles
- Community Impacts
- Visual Impacts
- Construction Impacts

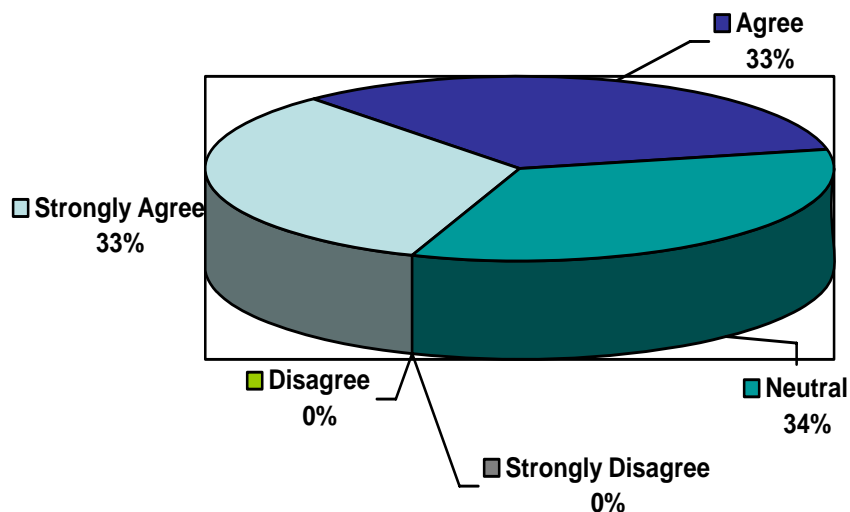
### ROADWAY CONDITIONS

- Pavement Conditions
- Interchange Operations
- Ramp Lengths
- Capacity
- Access
- Safety Barriers
- Drainage
- Lighting
- Structures (i.e. Bridges)
- Maintenance

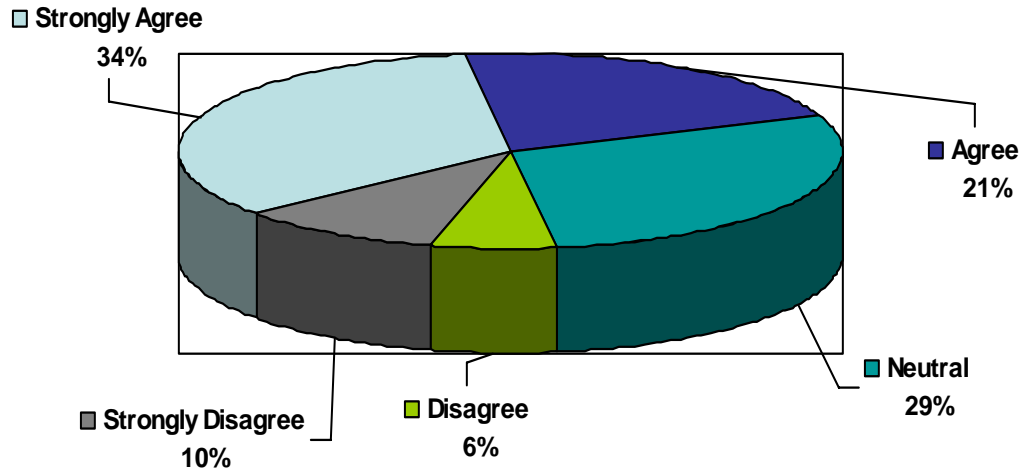
Noise was the number one concern identified by respondents (57), followed by safety (36), visual impacts (32), and air quality (30). Water quality was of the least concern (8), followed by other (11) and pedestrians and bicycles (15). Of the roadway conditions, ramp lengths was the number one concern (31), followed closely by structures (27), maintenance (22) and interchange operations (20). Drainage was of least concern (3).

Questions were also raised about closing Driggs Avenue to accommodate the realignment of the eastbound off-ramp at 1300 East, possible modifications to Elizabeth Sherman Park, noise walls, and the possibility of closing 600 East to vehicular traffic, as well as possible aesthetic treatments for the corridor. Responses to these issues are summarized as follows:

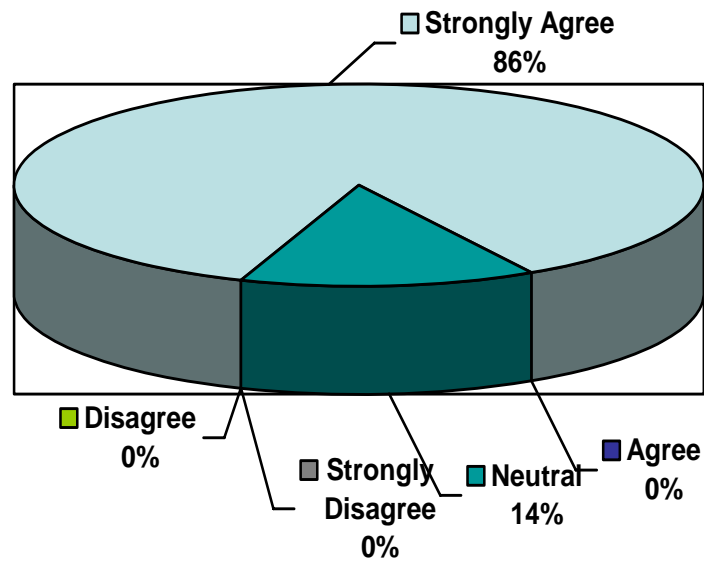
Driggs Avenue is located very close to the eastbound I-80 off-ramp at 1300 East causing a conflict with two right turn movements resulting in traffic backing up onto mainline I-80. A possible solution to improve safety at this location would be to cul-de-sac Driggs Avenue at 1300 East. Do you agree with this solution?



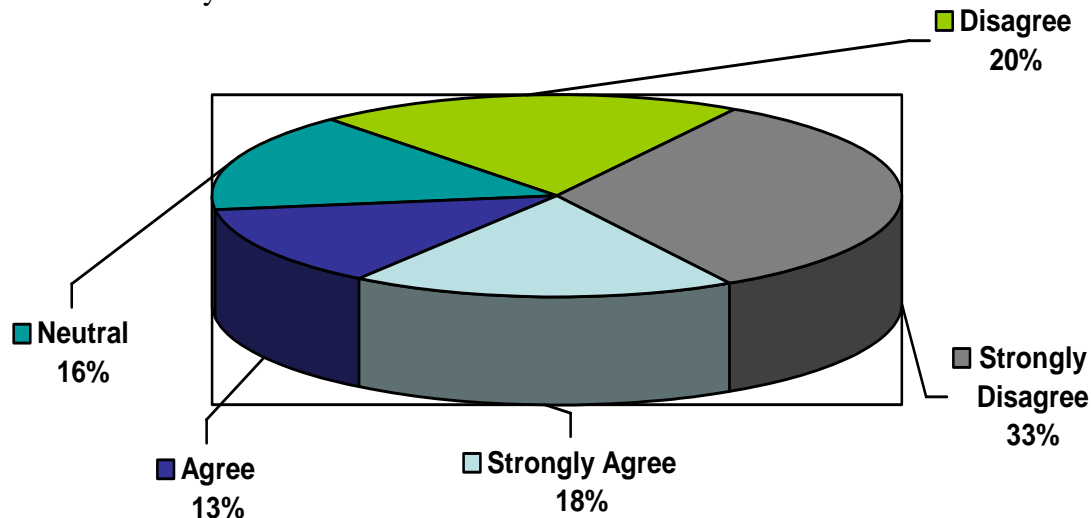
Would the proposed modification to Elizabeth Sherman Park benefit the community?



Would adding noise/sound walls along the I-80 corridor benefit the community?



Would closing 600 East to motorized vehicle traffic and providing a pedestrian underpass better serve the community?



Other issues identified by the respondents include transients, business visibility and access, signal timing at interchanges, potentially closing Ashton Avenue at 700 East, and truck traffic on local streets

#### **May 23, 2006: Salt Lake City Public Meeting**

This meeting was held at the Nibley Park Elementary School, 2785 South 800 East, Salt Lake City, Utah. It was attended by approximately 28 people. The issues discussed included an overview of the project concept and schedule, the needs identified by the project team and the public, and possible improvements that would address the identified needs. The needs identified by the project team included ramp lengths, pavement deterioration, median treatment, structural integrity, congestion, and traffic safety. The needs identified by the public included noise, scheduling, utility conflicts, community cohesion, and potential impacts to surface streets. Potential improvements to be evaluated included an additional general purpose lanes; auxiliary lanes; ramp improvements; new pavement; new bridges at 300 East, 500 East, 600 East, 700 East, 900 East, and Highland Drive; rehabilitation of the State Street Bridge; intersection improvements; retaining walls to reduce right-of-way impacts; and noise walls. Specific areas of concern were also addressed, i.e., Driggs Avenue, 600 East, and Elizabeth Sherman Park.

#### **May 24, 2006: Salt Lake City Planning Commission**

This meeting was held at the Salt Lake City offices. In attendance were representatives from the Salt Lake City Planning Commission and members of the project team. The issues discussed included a summary of those issues previously identified and discussed at the Salt Lake City Public Meeting held May 23, 2006.

#### **May 30, 2006: Salt Lake City Council**

This meeting was held at the Salt Lake City Council chambers. In attendance were members of the Salt Lake City Council and the project team. The issues discussed included a summary of

those issues previously identified and discussed at the Salt Lake City Public Meeting held May 23, 2006.

### **June 5, 2006: Salt Lake City Transportation Advisory Board**

This meeting was held at the Salt Lake City offices. In attendance were representatives from the Salt Lake City Transportation Advisory Board and members of the project team. At this meeting, a summary of the neighborhood group meetings held in April and May was presented to the Salt Lake City Transportation Advisory Board, including a summary of the comments received on the following issues:

- Potential closure of 600 East to vehicular traffic
- Potential impacts to Elizabeth Sherman Park from the bridge construction at Highland Drive.
- Potential impacts to Driggs Avenue due to the anticipated cul-de-sac
- Noise and the UDOT Noise Abatement Policy
- Potential aesthetic treatments

### **June 6, 2006: Parley's Rails, Trails, and Tunnels Coalition (PRATT)**

This meeting was held at the Salt Lake County's office to brief members of PRATT's right of way sub-committee and the Salt Lake County Parks and Recreation, Flood Control, and Highway Divisions. In attendance were Jason Phillips and Todd Perkins with Lochner, Walt Gilmore with Salt Lake County/PRATT, Bill Farrand with PRATT, Andrea Pullos with Salt Lake County, and John Montoya with UDOT. The issues discussed included concerns about the I-80 project not evaluating trails with the I-80 right of way with the potential to prohibit such future trail improvements, concerns about the proposed modifications to Elizabeth Sherman Park, and commendation for considering closing 600 East to vehicular traffic.

The concerns expressed about the I-80 project foreclosing future trail improvements along the I-80 corridor were addressed by explaining that the I-80 project is fully aware of the PRATT trail proposal and that the trail, while not included in the project, is being taken into consideration, with specific possibilities being discussed. The needs and plan for modifications to Elizabeth Sherman Park and the plan for the closing of 600 East to motorized traffic were also discussed.

### **July 10, 2006: Parley's Rails, Trails, and Tunnels Coalition (PRATT)**

This meeting was held at the FHWA offices. In attendance were Carlos Machado, FHWA; Todd Perkins, Lochner; Walt Gilmore, SL County/PRATT; John Montoya, UDOT. The issues discussed was the proposed Parley's (PRATT) Trail being located within the I-80 No Access Line and the attendance concerns about safety of future trail users (clear zones and fences) and not precluding any future widening of I-80.

### **July 25, 2006: Parley's Rails, Trails, and Tunnels Coalition (PRATT)**

This meeting was held at the Forest Dale Golf Clubhouse, 2275 South 900 East, Salt Lake City. In attendance were Juan Arce-Larreta, Dave Mulder, Dan Bergenthal, Matt Sibul, Walt Gilmore, John Montoya, Kim Paulding, Bill Farrand, Jule Peck-Dabbling, Rita Lnd, Suzanne Weaver, Geoff Ellis, and Robin Carbaugh. Members of the I-80 Environmental Study Team, including

Stan Jorgensen with Horrocks and Todd Perkins and Kim Clark with Lochner, were also in attendance. This meeting was held in the regular course of the PRATT meeting schedule, with the I-80 Environmental Study on the agenda for an update on corridor planning and opportunities for future trail alignments in connection with the I-80 Environmental Study.

**April 12, 2007: Salt Lake City**

This meeting was held at the Salt Lake City offices. In attendance were Salt Lake City officials and members of the project team. The agenda covered the anticipated schedule for the completion of the environmental study, the design, and the CMGC (Construction Management General Contractor) Construction selection; the upcoming public meetings; and design and/or environmental issues.

**April 30, 2007: South Salt Lake City**

This meeting was held at the South Salt Lake City offices. In attendance were South Salt Lake City officials and members of the project team. The agenda covered the anticipated schedule for the completion of the environmental study, the design, and the CMGC (Construction Management General Contractor) Construction selection; the upcoming public meetings; and design and/or environmental issues. These issues included the decision not to close 600 East to vehicular traffic, the minimization of the bridge span over Highland Drive (near Elizabeth Sherman Park), and the cul-de-sac of Driggs Avenue.

**May 1 and 8, 2007: Public Meeting**

These meetings were held at Nibley Park Elementary School, with the same presentational materials being presented at each meeting to allow opportunities for public attendance. A total of 113 people attended both meetings. Issues discussed included details of the Proposed Action, relocations and right-of-way acquisition, noise and potential noise abatement measures, potential impacts from soil settlement, construction related issues, visual impacts, and scheduling. Although public comments were not solicited, comments were received via e-mail, including comments regarding the proposed PRATT trail. These comments and any responses to them are included in the Administrative Record.

**May 7, 2007: Salt Lake City**

This meeting was held at the Salt Lake City offices. In attendance were Salt Lake City officials and members of the project team. The agenda covered the anticipated schedule for the completion of the environmental study, the design, and the CMGC Construction selection; the upcoming public meetings; and design and/or environmental issues. These issues included the decision not to close 600 East to vehicular traffic, the minimization of the bridge span over Highland Drive (near Elizabeth Sherman Park), and the cul-de-sac of Driggs Avenue.

**May 17, 2007: South Salt Lake City Vision Committee**

This meeting was held at the South Salt Lake Council Chambers. In attendance were members of the South Salt Lake City Vision Committee and the project team. Agenda items included an overview of the project, identified environmental issues, aesthetic concerns, and scheduling.



### July/August 2007: Noise Balloting Meetings

A series of meetings will be held with the residents/landowners that are eligible to receive noise ballots regarding the proposed noise walls. Noise balloting is expected to occur in conjunction with these meetings.

### Fall 2007: Design Hearing

A public meeting will be held during the design phase of the Proposed Action. This meeting is intended to provide information regarding the design and construction of the Proposed Action, including the results of the noise balloting.

## 4.2 AGENCY CORRESPONDENCE LETTERS

Agency correspondence letters sent and received are shown in Table 4-1 and are included in the following pages, organized by date.

**Table 4-1. Coordination Letters.**

Date	To	From	Topic
September 30, 2004	George Deneris UDOT	Steven Park UDOT Region 2	Pavement deterioration
December 6, 2005	Judy Watanabe Federal Emergency Management Agency	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	Shawn Zinszer U.S. Army Corps. of Engineers	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	Richard Bradford Utah Depart. of Community and Economic Development	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	Barbara Murphy State Historic Preservation Office	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	Kiran Bhayani Utah Depart. of Environmental Quality	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	Gayle Smith UDEQ - Division of Water Quality	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	Rick Sprott UDEQ - Division of Air Quality	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	Lyle Bennett Utah Depart. of Natural Resources Division of Parks and Recreation	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	John Mann Utah Depart. of Natural Resources Division of Water Rights	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	Mike Canning Utah Depart. of Natural Resources Division of Wildlife Resources	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	Brad Johnson Utah Division of Environmental Response and Remediation	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	Dennis Downs Utah Division of Solid and Hazardous Waste	Lars Anderson UDOT Region 2	Agency Scoping



Date	To	From	Topic
December 6, 2005	Randy Park Utah Transit Authority	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	Jan Wells Utah Transportation Commissioner	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	Chuck Chappell Wasatch Front Regional Council	Lars Anderson UDOT Region 2	Agency Scoping
December 6, 2005	Tom Rushing UDEQ- Division of Water Quality	Lars Anderson UDOT Region 2	Agency Scoping
December 20, 2005	Lars Anderson UDOT Region 2	Ashley Green Utah Division of Wildlife Resources	Wildlife
December 23, 2005	Lars Anderson UDOT Region 2	Dave McNeill UDEQ-Air Quality	Air Quality
December 27, 2005	Lars Anderson UDOT Region 2	Mick Crandall UTA	Mass Transit
January 27, 2006	Doug Hattery Wasatch Front Regional Council	Lars Anderson UDOT Region 2	Input into purpose and need issues
April 24, 2006	Daniel Mullins Logan Simpson Design Inc.	Martha Hayden Utah Geological Survey	Paleontological Resources
May 16, 2006	Project Team Members	Mick Crandall UTA	Bus service parallel to I-80
June 15, 2006	Randi Shover H.W. Lochner Inc.	State Senator Karen Hale	Parley's Creek Corridor Trail (PRATT)
June 17, 2006	Todd Perkins H.W. Lochner Inc.	John Leonard UDOT	Operational Safety Report
September 26, 2006	Mathew Seddon Deputy SHPO State Historic Preservation Office	Charles Easton UDOT Region 2	Cultural Resources - DOEFOE / archaeological resources
April 3, 2007	Ivan Wongan, Chairman Northwestern Band of Shoshone	Charles Easton UDOT Region 2	Cultural Resources Native American tribes
April 3, 2007	Leon Bear, Chairman/THPO Skull Valley Band of Goshute Indians	Charles Easton UDOT Region 2	Cultural Resources Native American tribes
April 3, 2007	Rupert Steele, Chairman Goshute Indian Band	Charles Easton UDOT Region 2	Cultural Resources Native American tribes
April 3, 2007	Maxine Natchees, Chairwoman Unitah & Ouray Ute Indian Reservation	Charles Easton UDOT Region 2	Cultural Resources Native American tribes
April 3, 2007	Nancy Murillo, Chairwoman Shoshone-Bannock Tribes	Charles Easton UDOT Region 2	Cultural Resources Native American tribes
May 1, 2007	Cory Jensen Utah State Historic Preservation Office	Elizabeth Giraud UDOT	Cultural Resources Determination of Eligibility and Finding of Effect
May 8, 2007	Judy Imlay Horrocks Engineers	Paul West UDOT	Threatened and Endangered Species

# Memorandum



**DATE** : September 30, 2004

**TO** : George Deneris, P.E.  
Project Manager

**FROM** : Steven M. Park, P.E. *smf*  
Region Two Pavement Management Engineer

**SUBJECT** : Possible Treatment Options  
I-80 from State Street to Parleys Canyon

**CONCURRENCE**: John Butterfield, P.E.  
Region Two Materials Engineer

The section from State Street to 1300 East is in need of some work right now. It is in poor condition and deteriorating. For this section I have outlined two possible treatments. Either solution would fix the road right now. We don't know how long a concrete repair would last before more repairs would be needed. The crack and seat is a more permanent solution with fewer unknowns

The section from 1300 East to Parleys Canyon is in relatively good condition right now. It will need a concrete repair and rescal in approximately 5 years.

See attachments for supporting data and analysis.

## I-80 from State Street to Mouth of Parleys Canyon Future Treatment Options

### Existing Condition

The section of road that we have evaluated is I-80 from State Street to the mouth of Parleys Canyon. This road is interstate with three lanes in each direction. Between State Street and 1300 east it is divided with a dirt median. Between 1300 east and Parleys Canyon the median consists of rotomill tailings and a concrete barrier. The travel lanes consist of Portland cement concrete with asphalt shoulder on both the outside and inside. There are 6 bridges between State Street and 1300 east and 3 bridges between 1300 east and Parleys Canyon. All of the bridges have been overlaid with asphalt numerous times. To tie into the bridges the mainline has also been overlaid with asphalt for several hundred feet on each side of every structure. The roadway from State Street to the Mouth of Parleys Canyon is broken into three maintenance sections. All three of these sections were built in approximately 1965 and has reached the end of its 40-year design life.

The first section of I-80 goes from State Street to 700 East. It ties in on the west side to the I-15 construction project that was completed in 2001. It goes from M.P. 124+0.44 to MP 124+1.30 and is approximately 0.864 miles long. The lanes are approximately 5.35 surface areas in the eastbound direction and 5.06 surface areas in the westbound direction. The asphalt shoulders are approximately 2.0 surface areas. The last major work on this section was a surface grind in 2001. It produced a good ride on the sections between the bridges, but the overall ride is still poor due to all of the bridge transitions in this section. This section is starting to show its age and has numerous corner breaks and spalls. Maintenance has repaired many of the corner breaks and some of them are now failing. I estimate that 90% of the panels have at least 1 corner break or spall. The asphalt transitions to the bridges are also starting to show some fatigue. Most of the asphalt shoulders in this section have been replaced and are in decent condition.

The Second section of I-80 goes from 700 East to 1300 East. It goes from M.P. 124+1.30 to MP 125+0.99 and is approximately 1.091 miles long. The lanes are approximately 4.26 surface areas in the eastbound direction and 4.26 surface areas in the westbound direction. The asphalt shoulders are approximately 2.0 surface areas. The last major work on this section was a surface grind in 2001. It produced a good ride on the sections between the bridges, but the overall ride is still poor due to all of the bridge transitions in this section. This section is starting to show its age and has numerous corner breaks and spalls. Maintenance has repaired many of the corner breaks and some of them are now failing. I estimate that 90% of the panels have at least 1 corner break or spall. The asphalt transitions to the bridges are also starting to show some fatigue. Most of the asphalt shoulders in this section have been replaced and are in decent condition.

The third section of I-80 goes from 700 east to Mouth of Parleys Canyon. It ties in on the east side to an old asphalt section of I-80. It goes from M.P. 125+0.99 to MP 128+0.60 and is approximately 2.617 miles long. The lanes are approximately 17.96 surface areas

in the eastbound direction and 17.96 surface areas in the westbound direction. The asphalt shoulders are approximately 5.2 surface areas. The last major work on this section was a surface grind in 2001. It produced a good ride on the sections between the bridges, but the overall ride is still poor due to all of the bridge transitions in this section. This section of I-80 is in relatively good condition considering it is a 40-year-old pavement. There are very few corner breaks or spalls. Some of the asphalt shoulders in this area have been replaced but most of them are in very poor condition with severe fatigue cracking.

### **Possible Options**

The scope of this project does not allow for a total reconstruction of this pavement. We have looked at a couple of different options to rehabilitate the pavement and extend the life of the existing pavement by approximately 10 years for the section from State Street to 1300 East and approximately 15 years for the section from 1300 East to the Mouth of Parleys Canyon. The section from State Street to 1300 East is deteriorating rapidly. There are a couple of options for this road. The first option is a concrete rehabilitation and reseal. Since most of the slabs need some work, it would also need to be ground after this work is done to restore the smoothness. The asphalt would have to be removed from the approaches and replaced. This work needs to be done now and would probably need to be repeated in 6 to 7 years. The second option for this road is to crack and seat the existing pavement and put asphalt over the cracked concrete. The asphalt would need to be removed from the bridge approaches and the concrete under the approaches would also be cracked and seated and overlaid with asphalt. Since the total elevation of the road would increase, the shoulder would need to be done and the edges would need to be graded to meet the new elevation. This work needs to be done now but would have a life of 10 to 15 years.

Estimates were completed for both of these options. The estimate for the spall repair would fix the pavement right now. It is unknown how long this would fix the pavement since the pavement is deteriorating so fast. It is doubtful that this would be a 10-year fix. More spall repairs would probably need to be done in the future.

Estimates for the crack and seat would have a life of at least 10 years. It is estimated that reflection cracking extends up through the asphalt at a rate of approximately 1/2 inch per year. So a 5-6 inch asphalt layer would last approximately 10 to 15 years. An additional OGSC may be needed at year 7-8, depending on reconstruction plans. The estimates for the crack and seat assume that there is 5 inches of asphalt over the bridges and that we would not need to reconstruct some of the roadway on each end to tie in.

The section from 1300 east to parleys canyon is in relatively good condition. It will need a concrete repair and reseal in approximately 5 years and should last 10 to 15 years.

**I-80 from State Street to 700 East**

Surface Area Concrete            10.41 surface areas  
    73286.4 square yards  
    3664.32 approximate number of slabs

Surface Area Shoulders            2 surface areas  
    14080 square yards

Length                                0.864 miles

**Asphalt Overlay Option**

	Quantity	Units	Price	Total
Mobilization		1 lump	100000	\$ 100,000.00
Traffic Control		1 lump	100000	\$ 100,000.00
Rotomill	2500	Sq. Yds.	2	\$ 5,000.00
Crack and Seal	73286.4	Sq. Yds.	1	\$ 73,286.40
Asphalt	24571.8	Ton	40	\$ 982,872.00
OGSC	4914.36	Ton	40	\$ 196,574.40
Shoulder Grading	18247.68	ft	5	\$ 91,238.40
				\$ 1,548,971.20

**Spall Repair Option**

	Quantity	Units	Price	Total
Mobilization		1 lump	50000	\$ 50,000.00
Traffic Control		1 lump	50000	\$ 50,000.00
Partial Depth	1832.16	Sq. Yds.	200	\$ 366,432.00
Full Depth	1832.16	Sq. Yds.	200	\$ 366,432.00
Grind	73286.4	Sq. Yds.	2	\$ 146,572.80
Rotomill	2500	Sq. Yds.	2	\$ 5,000.00
Asphalt	421.875	Ton	40	\$ 16,875.00
				\$ 1,001,311.80

**I-80 from 700 East to 1300 East**

Surface Area Concrete            8.52 surface areas  
    59980.8 square yards  
    2999.04 approximate number of slabs

Surface Area Shoulders            2 surface areas  
    14080 square yards

length                                1.091 miles

**Asphalt Overlay Option**

	Quantity	Units	Price	Total
Mobilization		1 lump	100000	\$ 100,000.00
Traffic Control		1 lump	100000	\$ 100,000.00
Rotomill	2500	Sq. Yds.	2	\$ 5,000.00
Crack and Seal	59980.8	Sq. Yds.	1	\$ 59,980.80
Asphalt	20829.6	Ton	40	\$ 833,184.00
OGSC	4165.92	Ton	40	\$ 166,636.80
Shoulder Grading	23041.92	ft	5	\$ 115,209.60
				\$ 1,380,011.20

**Spall Repair Option**

	Quantity	Units	Price	Total
Mobilization	1	lump	50000	\$ 50,000.00
Traffic Control	1	lump	50000	\$ 50,000.00
Partial Depth	1499.52	Sq. Yds	200	\$ 299,904.00
Full Depth	1499.52	Sq. Yds	200	\$ 299,904.00
Grind	59980.8	Sq. Yds	2	\$ 119,961.60
Rotomill	2500	Sq. Yds	2	\$ 5,000.00
Asphalt	421.875	Ton	40	\$ 16,875.00
				\$ 841,644.60

**I-80 from 1300 East to Parleys Canyon**

Surface Area Concrete                    8.52 surface areas  
    59980.8 square yards  
    2999.04 approximate number of slabs

Surface Area Shoulders                2 surface areas  
    14080 square yards

length                                        2.617

**Spall Repair Option**

	Quantity	Units	Price	Total
Mobilization	1	lump	50000	\$ 50,000.00
Traffic Control	1	lump	50000	\$ 50,000.00
Partial Depth	374.88	Sq. Yds	200	\$ 74,976.00
Full Depth	374.88	Sq. Yds	200	\$ 74,976.00
Grind	0	Sq. Yds	2	\$
Rotomill	2500	Sq. Yds	2	\$ 5,000.00
Asphalt	421.875	Ton	40	\$ 16,875.00
				\$ 271,827.00



State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

December 6, 2005

Judy Watanabe  
Federal Emergency Management Agency  
P.O. Box 14170  
Salt Lake City, Utah 84114-1710

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Ms. Watanabe:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

It is anticipated at this time that the majority of any improvements will be performed within the existing I-80 right-of-way, with the possible exception of exit/entrance ramp realignments. Alternatives to be evaluated range from minor repair/rehabilitation work as needed for minimum serviceability to reconstruction of I-80 mainline including replacement of pavement and/or structures and may include addition of travel/auxiliary lanes.

**The purpose of this letter is to request your input (in writing either by letter or email) identifying any issues, concerns, requirements, or recommendations you may have relating to the proposed project. A formal scoping meeting will not be held for this project, but we are available to meet with individual agencies as needed.**

We appreciate your input on this project. If you have any questions or comments regarding this letter, please contact me at 801-887-3470 or [larsanderson@utah.gov](mailto:larsanderson@utah.gov).

Sincerely,  
THE UTAH DEPARTMENT OF TRANSPORTATION

A handwritten signature in black ink, appearing to read "Lars Anderson".

Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

cc: file

Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003





State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

December 6, 2005

Shawn Zinszer  
U.S. Army Corps. of Engineers  
533 West 2600 South, Suite 150  
Bountiful, Utah 84010

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Mr. Zinszer:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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We appreciate your input on this project. If you have any questions or comments regarding this letter, please contact me at 801-887-3470 or [larsanderson@utah.gov](mailto:larsanderson@utah.gov).

Sincerely,

THE UTAH DEPARTMENT OF TRANSPORTATION

A handwritten signature in black ink, appearing to read "Lars Anderson", written over a horizontal line.

Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

cc: file

Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003



State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

December 6, 2005

Richard Bradford  
Utah Department of Community and Economic Development  
324 South State Street, Suite 500  
Salt Lake City, Utah 84114

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Mr. Bradford:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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**The purpose of this letter is to request your input (in writing either by letter or email) identifying any issues, concerns, requirements, or recommendations you may have relating to the proposed project. A formal scoping meeting will not be held for this project, but we are available to meet with individual agencies as needed.**

We appreciate your input on this project. If you have any questions or comments regarding this letter, please contact me at 801-887-3470 or [larsanderson@utah.gov](mailto:larsanderson@utah.gov).

Sincerely,

THE UTAH DEPARTMENT OF TRANSPORTATION

A handwritten signature in black ink, appearing to read "Lars Anderson".

Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

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Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

December 6, 2005

Barbara Murphy  
State Historic Preservation Office  
300 Rio Grande  
Salt Lake City, Utah 84101-1182

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Ms. Murphy:

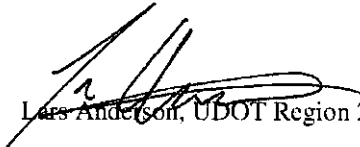
The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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**The purpose of this letter is to notify you of the project and request your input (in writing either by letter or email) identifying any issues, concerns, requirements, or recommendations you may have relating to the proposed project. A formal scoping meeting will not be held for this project, but we are available to meet with individual agencies as needed.**

We appreciate your input on this project. If you have any questions or comments regarding this letter, please contact me at 801-887-3470 or [larsanderson@utah.gov](mailto:larsanderson@utah.gov).

Sincerely,  
THE UTAH DEPARTMENT OF TRANSPORTATION

  
Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

cc: file

Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003



State of Utah

JON M. HUNTSMAN, JR.  
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*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

December 6, 2005

Kiran Bhayani  
Utah Department of Environmental Quality  
288 North 1460 West  
Salt Lake City, Utah 84116

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Mr. Bhayani:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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Sincerely,  
THE UTAH DEPARTMENT OF TRANSPORTATION

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Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

cc: file

Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003



State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

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*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

December 6, 2005

Gayle Smith  
Utah Department of Environmental Quality-Division of Water Quality  
288 North 1460 West, Box 144870  
Salt Lake City, Utah 81441-4870

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Mr. Smith:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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We appreciate your input on this project. If you have any questions or comments regarding this letter, please contact me at 801-887-3470 or [larsanderson@utah.gov](mailto:larsanderson@utah.gov).

Sincerely,  
THE UTAH DEPARTMENT OF TRANSPORTATION

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Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

cc: file

Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

December 6, 2005

Rick Sprott  
Utah Department of Environmental Quality- Division of Air Quality  
150 North 1950 West, Box 144820  
Salt Lake City, Utah 84114-4820

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Mr. Sprott:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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Sincerely,  
THE UTAH DEPARTMENT OF TRANSPORTATION

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Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

cc: file

Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003



State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

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*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

December 6, 2005

Lyle Bennett  
Utah Department of Natural Resources-Division of Parks and Recreation  
P.O. Box 146001  
Salt Lake City, Utah 84114-6001

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Mr. Bennett:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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Sincerely,  
THE UTAH DEPARTMENT OF TRANSPORTATION

Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

cc: file

Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003





State of Utah

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

December 6, 2005

John Mann  
Utah Department of Natural Resources-Division of Water Rights  
P.O. Box 146300  
Salt Lake City, Utah 84114-6300

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Mr. Mann:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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Sincerely,  
THE UTAH DEPARTMENT OF TRANSPORTATION

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Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

cc: file

Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

December 6, 2005

Mike Canning  
Utah Dept. of Natural Resources- Division of Wildlife Resources  
P.O. Box 146301  
Salt Lake City, Utah 84114-6301

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Mr. Canning:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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Sincerely,  
THE UTAH DEPARTMENT OF TRANSPORTATION

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Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

cc: file

Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003



State of Utah

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
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*Deputy Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

December 6, 2005

Brad Johnson  
Utah Division of Environmental Response and Remediation  
168 North 1950 West, Box 144880  
Salt Lake City, Utah 84114-4840

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Mr. Johnson:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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Sincerely,  
THE UTAH DEPARTMENT OF TRANSPORTATION

Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

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Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003



State of Utah

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
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CARLOS M. BRACERAS, P.E.  
*Deputy Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

December 6, 2005

Dennis Downs  
Utah Division of Solid and Hazardous Waste  
288 North 1460 West, Box 144880  
Salt Lake City, Utah 84114-4880

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Mr. Downs:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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Sincerely,

THE UTAH DEPARTMENT OF TRANSPORTATION

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Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

cc: file

Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003



State of Utah

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GARY R. HERBERT  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

December 6, 2005

Randy Park  
Utah Transit Authority  
P.O. Box 30810  
Salt Lake City, Utah 84130-0810

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Mr. Park:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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Sincerely,  
THE UTAH DEPARTMENT OF TRANSPORTATION

Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

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Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003



State of Utah

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*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

December 6, 2005

Jan Wells  
Utah Transportation Commissioner  
11853 Lampton View Drive  
Riverton, Utah 84065

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Commissioner Wells:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

It is anticipated at this time that the majority of any improvements will be performed within the existing I-80 right-of-way, with the possible exception of exit/entrance ramp realignments. Alternatives to be evaluated range from minor repair/rehabilitation work as needed for minimum serviceability to reconstruction of I-80 mainline including replacement of pavement and/or structures and may include addition of travel/auxiliary lanes.

**The purpose of this letter is to request your input (in writing either by letter or email) identifying any issues, concerns, requirements, or recommendations you may have relating to the proposed project. A formal scoping meeting will not be held for this project, but we are available to meet with individual agencies as needed.**

We appreciate your input on this project. If you have any questions or comments regarding this letter, please contact me at 801-887-3470 or [larsanderson@utah.gov](mailto:larsanderson@utah.gov).

Sincerely,  
THE UTAH DEPARTMENT OF TRANSPORTATION

Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

cc: file

Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003



State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

December 6, 2005

Chuck Chappell  
Wasatch Front Regional Council  
295 North Jimmy Doolittle Road  
Salt Lake City, Utah 84116

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Mr. Chappell:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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Sincerely,

THE UTAH DEPARTMENT OF TRANSPORTATION

A handwritten signature in black ink, appearing to read "Lars Anderson".

Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

cc: file

Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003





State of Utah

JON M. HUNTSMAN, JR.  
Governor

GARY R. HERBERT  
Lieutenant Governor

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
Executive Director

CARLOS M. BRACERAS, P.E.  
Deputy Director

December 6, 2005

Tom Rushing  
Utah Department of Environmental Quality- Division of Water Quality  
288 North 1460 West, Box 144870  
Salt Lake City, Utah 84114-4870

Re: I-80 (State St. to 1300 East) Environmental Study -UDOT Project No. SP-80-3(68)121

Dear Mr. Rushing:

The Utah Department of Transportation (UDOT) has initiated an Environmental Study for I-80 between State Street and 1300 East in Salt Lake City, Utah (see attached project location map). The Environmental Study will serve to help UDOT decide how best to address safety and operational concerns related to existing geometric deficiencies and aging, deteriorating roadway surfaces and structures, as well as to accommodate existing traffic volumes and maintain I-80 into the future as an important national and local transportation corridor. The proposed project limits on I-80 begin at State Street (including exit/entrance ramps) and extend approximately 3.5 miles to 1300 East (including exit/entrance ramps).

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We appreciate your input on this project. If you have any questions or comments regarding this letter, please contact me at 801-887-3470 or [larsanderson@utah.gov](mailto:larsanderson@utah.gov).

Sincerely,  
THE UTAH DEPARTMENT OF TRANSPORTATION

A handwritten signature in black ink, appearing to read "Lars Anderson".

Lars Anderson, UDOT Region 2 Environmental Manager

Enclosure

cc: file

Stan Jorgensen, Horrocks Engineers, P.O. Box 377, American Fork, UT 84003

**From:** "Lars Anderson" <larsanderson@utah.gov>  
**To:** <Stan@horrocks.com>  
**Date:** Wed, Dec 21, 2005 7:22 AM  
**Subject:** Fwd: I-80 Environmental Study

Please document this response.

Thanks.

>>> Ashley Green 12/20/05 4:02 PM >>>  
Lars,

I received your letter (originally addressed to Mike Canning) regarding the initiation of an environmental study for I-80 from State Street to 1300 East in SLC. After conferring with the district biologist and local law enforcement officers for that area, we currently do not have any major wildlife concerns with this project. There is a small, resident deer herd in Fairmount Park and maybe some of the other parks along that corridor, but these usually do not seem to be much of an issue. If you need additional information or have questions please let me know. Thanks.

AG

Ashley Green  
Habitat Manager, Central Region Office  
Utah Division of Wildlife Resources  
1115 North Main St.  
Springville, UT 84663  
Phone: 801-491-5654  
Cell: 801-310-5578  
Fax: 801-491-5646  
email: ashleygreen@utah.gov



State of Utah

Department of  
Environmental Quality

Dianne R. Nielson, Ph.D.  
*Executive Director*

DIVISION OF AIR QUALITY  
Richard W. Sprott  
*Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY HERRBERT  
*Lieutenant Governor*

DAQP-108-05

December 23, 2005

Lars Anderson  
UDOT Region 2 Environmental Manager  
2010 South 2760 West  
Salt Lake City, Utah 84104-4592

Dear Mr. Anderson:

This letter is in response to a Utah Department of Transportation (UDOT) letter dated December 6, 2005, in which comments were requested on UDOT Project No. SP-80-3(68)121, I-80 (State Street to 1300 East) in Salt Lake City, Utah.

The Utah Division of Air Quality (UDAQ) appreciates this opportunity to comment on the proposed I-80 improvement project in Salt Lake County, Utah. The following comments pertaining to the project are submitted.

Based on the information provided, the proposed project itself will not require a permit known as an Approval Order (AO) from the UDAQ. However, any rock crushing plants, asphalt plants, or concrete batch plants located at the site must have an AO from the UDAQ. In addition, the project itself is subject to R307-205-3, since it will have a short-term impact on air quality due to the fugitive dust that is generated during the excavation and construction phases. An AO is not required solely for the control of fugitive dust, but steps need to be taken to minimize fugitive dust, such as watering and/or chemical stabilization, providing vegetative or synthetic cover and windbreaks. A copy of the rules may be found at [www.rules.utah.gov/publicat/code/r307/r307.htm](http://www.rules.utah.gov/publicat/code/r307/r307.htm).

If you have any further questions regarding air quality rules or issues, please feel free to contact Robert Clark of my staff at (801) 536-4435.

Sincerely,

Dave McNeill, Manager, SIP/Inventory Section  
DBM/gw



December 27<sup>th</sup>, 2005

Lars Anderson  
UDOT Region II Environmental Manager  
2010 South 2760 West  
Salt Lake City, UT 84104-4592

Re: I-80 (State Street to 1300 East) Environmental Study.

Dear Mr. Anderson,

Thank you for your letter of December 6<sup>th</sup> regarding the Environmental Study UDOT is conducting on I-80 between State Street and 1300 East.

UTA currently does not operate any service on I-80 within the limits of the study area. There is, therefore, no conflict or impact likely to arise to transit service due to improvements contained within the existing right-of-way.

However, there are several routes which cross I-80 within the study boundaries. It is unlikely that the potential work you describe in the corridor will affect these routes but it is possible that the exit/entrance ramp realignments could have an impact. It will be helpful if we can be kept abreast of proposed changes to the cross streets in the study area.

We appreciate your taking time to notify us of the study and the opportunity to comment.

Thank you,  
THE UTAH TRANSIT AUTHORITY

A handwritten signature in cursive script, appearing to read "Mick Crandall".

Mick Crandall, Deputy Chief - Planning and Programming

UTAH TRANSIT AUTHORITY

**From:** "Lars Anderson" <larsanderson@utah.gov>  
**To:** <Stan@horrocks.com>, <kclark@hwlochner.com>  
**Date:** Mon, Jan 30, 2006 7:12 AM  
**Subject:** Fwd: Input on I-80 Environmental Study

We have an agency that wants to comment. As far as I know, this is the first taker on the offer. Let's discuss how we should approach this.

Thanks.

>>> "dhaterry" <dhaterry@wfrc.org> 1/27/2006 3:07 pm >>>  
Lars,

The Wasatch Front Regional Council would like to provide some input regarding UDOT's environmental study on I-80 from State Street to 1300 East, as requested in your letter dated December 6, 2005. I hope it is not too late to comment.

The WFRC supports the project to improve I-80 through this section which sees regular congestion during peak hours each day. We would suggest that UDOT look at operational and geometric improvements that could help relieve some of this congestion in the future. Among the types of improvements that should be considered are auxiliary lanes between interchanges, ramp metering, other ATMS improvements, and the addition of an additional traffic lane in each direction in the median.

Obviously, safety, pavements, and structures will be other issues that you will address in the study.

Finally, we are aware that some of the plans for the Parley's Creek Trail might impact I-80 through this section. You need to coordinate with those that are developing this facility.

We would be glad to provide any traffic or other information that you may need for this study. Please let us know how we can help. We would also like to be kept informed of the progress of the study.

Thanks for this opportunity to comment.

Doug Hattery  
Wasatch Front Regional Council

**CC:** "John Montoya" <JOHNMONTOKA@utah.gov>



**State of Utah**  
**Department of**  
**Natural Resources**

MICHAEL R. STYLER  
*Executive Director*

**Utah**  
**Geological Survey**

RICHARD G. ALLIS, PH.D.  
*State Geologist/  
Division Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

April 24, 2006

Daniel Mullins  
Logan Simpson Design Inc.  
341 South Main, Suite 401  
Salt Lake City UT 84111

RE: Paleontological File Search and Recommendations for UDOT Project SP-80-3(68)121: I-80 State Street to 1300 East, Salt Lake County, Utah  
U.C.A. 63-73-19 (Paleontological) Compliance; Request for Confirmation of Literature Search.

Dear Daniel:

I have conducted a paleontological file search for the I-80 Road Work Project in response to your letter of April 19, 2006. This project qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding.

There are no paleontological localities recorded in our files for this project area. Quaternary alluvial deposits (Qas, Qay) that are exposed here have a low potential for yielding significant fossil localities. Unless fossils are discovered as a result of construction activities, this project should have no impact on paleontological resources.

If you have any questions, please call me at (801) 537-3311.

Sincerely,

Martha Hayden  
Paleontological Assistant

1594 West North Temple, Suite 3110, PO Box 146100, Salt Lake City, UT 84114-6100  
telephone (801) 537-3300 • facsimile (801) 537-3400 • [geology@utah.gov](mailto:geology@utah.gov)

**From:** Jim Horrocks  
**To:** Jason Phillips; Kim Clark; Randi Shover; Stan Jorgensen  
**Date:** 5/16/2006 9:30:40 AM  
**Subject:** Fwd: Bus service parallel to I-80

FYI

>>> "Crandall, Mick (Deputy Chief - Planning-Prog)" <MCrandall@uta.cog.ut.us> 5/16/2006 9:11 AM >>>

In answer to your question whether additional buses would impact traffic on I-80 I looked at the current ridership on the one route that parallels I-80 from State Street to the East. Route 30 runs parallel to I-80 on 2100 South with 20 minute headways most of the day. The bus runs below capacity for all but 1 trip per day. The 1 full trip is at 3:20 pm. I would have to do some checking to be sure, but I would bet it's full of Highland High students. Given that the trip is 3:20 pm it doesn't have any impact on peak period traffic on I-80. We would love to have somebody else buy buses, but I could not say that additional buses would have any impact on traffic on I-80.

I can send you the daily average boardings on route 30 and the trip by trip reports if you would like.

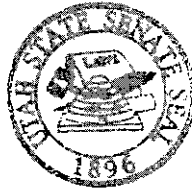
Mick Crandall

Deputy Chief for Planning & Programming

Utah Transit Authority

801-287-2135





SENATOR  
KAREN HALE

SEVENTH DISTRICT  
SALT LAKE COUNTY

## UTAH STATE SENATE

W115 STATE CAPITOL COMPLEX • SALT LAKE CITY, UTAH 84114-5115  
(801) 538-1035 • FAX (801) 326-1476

2564 MAYWOOD DR.  
SALT LAKE CITY, UT 84109  
(H) (801) 485-6642  
(O) (801) 538-1406  
email: khale@utahsenate.org

June 15, 2006

Ms. Randi Shover  
H. W. Lochner, Inc.  
310 East 4500 South, Suite 600  
Salt Lake City, UT 84105

Dear Ms. Shover:

As the senator for Utah State Senate District Seven, which covers much of the Interstate 80 corridor, and as chair of the Parley's Rails, Trails and Tunnels Coalition (PRATT), I have been closely following the neighborhood group meetings hosted by the I-80 Improvement Studies Team over the past few weeks. Many of my constituents have attended those meetings, and I am pleased to report that many left those meetings feeling UDOT and your company, Lochner Inc., heard their concerns as to the project's impact on their communities and that the Improvement Team is committed to accommodating those concerns as much as possible in developing and implementing the improvement plan.

As UDOT and Lochner work to improve I-80, I am hopeful the following concerns will be considered: There are some sections of the freeway corridor where widening the Interstate would not leave room for a pedestrian trail to run parallel to I-80. By eliminating space for the trail alongside the Interstate, the trail will have to be relocated to residential streets which will restrict the trail's right-of-way, thus significantly reducing its convenience as an alternative transportation route. Insofar as it is UDOT's objective to reduce traffic congestion and expedite residents' commutes, there is great value in the I-80 pedestrian trail as an alternative transportation route for bicyclists and pedestrians.

Members of the Coalition familiar with integrating pedestrian trails and major freeways believe UDOT's proposal could be modified to accommodate a pedestrian trail. As Lochner has served as UDOT's primary consultant in its construction of the I-215 pedestrian bridge, I am confident Lochner understands the importance of providing citizens with alternative means of transportation and will advise that UDOT make that consideration central to its I-80 improvement plans.

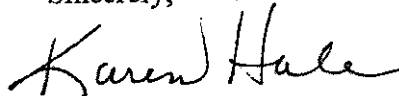
Ms. Randi Shover  
Page 2  
June 15, 2006

The second matter I wish to stress concerns the proposed pedestrian tunnel at 600 East. I applaud Lochner and UDOT for proposing that this tunnel be closed to automobile traffic and limited to bicycle and pedestrian use. This will reduce traffic within the surrounding residential area and preserve a clear right-of-way for the I-80 trail, thereby facilitating local residents' movement within the neighborhood.

Thank you again for assisting UDOT in discussing these and other matters with residents affected by UDOT's I-80 improvements plans. Dialogue and public disclosure are the hallmarks of successful government/community projects.

If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads "Karen Hale". The signature is written in a cursive, flowing style.

Senator Karen Hale, Chair  
PRATT Coalition

jh



State of Utah

JON M. HUNTSMAN, JR.  
Governor

GARY R. HERBERT  
Lieutenant Governor

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
Executive Director

CARLOS M. BRACERAS, P.E.  
Deputy Director

June 17, 2006

Todd Perkins, P.E.  
LOCHNER  
310 East 4500 South, Suite 600  
Murray, Utah 84107

Re: Operational Safety Report #06-068; Project No. SP-0080-3(68)121; I-80 from State St. to 1300 East. Auxiliary Lanes and Ramp Improvements.

Dear Mr. Perkins:

We have evaluated the crash history for the subject section of I-80 for the three-year period of 2002 through 2004, with the following results:

URBAN INTERSTATE		ACTUAL				EXPECTED
		2002	2003	2004	TOTAL/AVG	
Number of Crashes		165	128	138	431/143.67	
Crash Rate		2.06	1.69	1.92	1.89	1.50
Severity		1.52	1.38	1.33	1.41	1.41
Rear End Crashes	68.0%				293	
Single Vehicle Crashes	18.6%				80	
Same Dir. Side Swipe	9.7%				42	

Crash data indicates that the crash rate of this section is higher than the expected and the severity is the same as the expected. The predominant crash types are listed on the table above. Rear end crashes occurred mostly along the mainline of the interstate and they also occurred primarily under dry weather conditions; their main contributing factors were: "following too closely" and "improper lookout". Single vehicle crashes were distributed as follows:

<u>CRASH TYPE</u>	<u>NUMBER</u>	<u>% OF SINGLE VEH. CRASHES</u>
1. Fixed Object	24	30.0
2. Ran Off Road Right	15	18.7
3. Other Object	14	17.5
4. Ran Off Road Left	11	13.7
5. Other Non-Collision	9	11.3
6. Ran Off Road Through Median	4	5.0
7. Overturned in Roadway	3	3.8
TOTAL =	80	100.0%

None of the crashes listed above were concentrated at any location. Their main contributing factor was either “excessive speed” or “improper driver behavior”.

We recommend that the following items be considered during design of the project to reduce the number/severity of/or the potential for crashes:

1. Evaluate vertical curve at 700 East EB OFF Ramp.
2. Upgrade signing up to current MUTCD standards.
3. Bring drainage up to standards.
4. Relocate sign structures as needed for new clear zone requirements.
5. Remove light pole at the EB ON Ramp to I-80 (Luminaries are already in place)
6. Signing at EB OFF ramp does not match physical layout and are forcing a triple right.
7. Upgrade handicap ramps to current ADA and UDOT standards.
8. Build crossover per standards at 2300 East.
9. Do not mix destination signing with street signing.
10. Verify that height and location of guardrail meet standards and remove square washers.
11. If project extends to Parley's Canyon, provide proper acceleration lane for WB I-80 On Ramp.
12. Exit 126 sign is not at appropriate location.
13. WB OFF ramp exit sign needs to be replaced at Exit 126.
14. Verify that NB to WB ON Ramp has sufficient acceleration length at 1300 East.
15. Consider making NB to WB loop On ramp, the beginning of Auxiliary lane.
16. Replace 12-foot sections of concrete barrier and 20-foot sections with wire rope connectors.
17. On Auxiliary lanes include full clear zone and full shoulder width.
18. All overhead sign structures will have to be relocated to new gores.
19. Field review indicated that some drop inlets are not working properly as water is flowing around them.
20. Shoulders at the State St. structure narrow dramatically to a nonstandard shoulder.

June 17, 2006, Page 3

A Benefit to Cost (B/C) Ratio Analysis was performed to determine the economic benefits derived from implementing the safety recommendations presented above. Using a 20-year service life and a discount rate of 9%, the B/C ratio becomes 5.76/1.

Source documents are available at the Division of Traffic and Safety for additional analysis. If questions arise, please call me at 801-965-4045.

Sincerely,

**John  
Leonard**

Digitally signed by John Leonard  
DN: cn=John Leonard, o=US, ou=Utah  
Department of Transportation,  
ou=Division of Traffic and Safety,  
email=jleonard@utah.gov  
Date: 2006.06.17 01:41:48 -0600

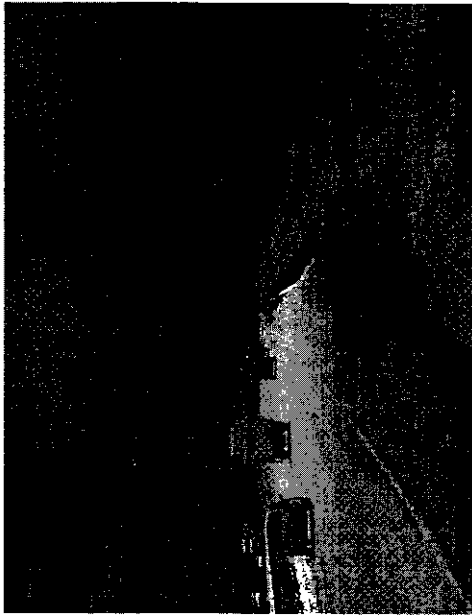
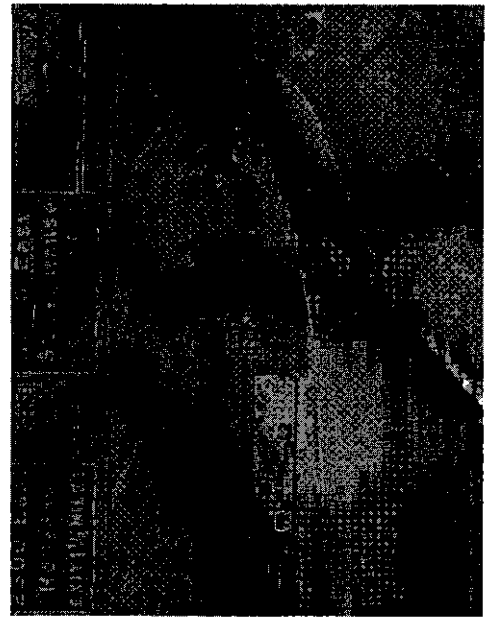
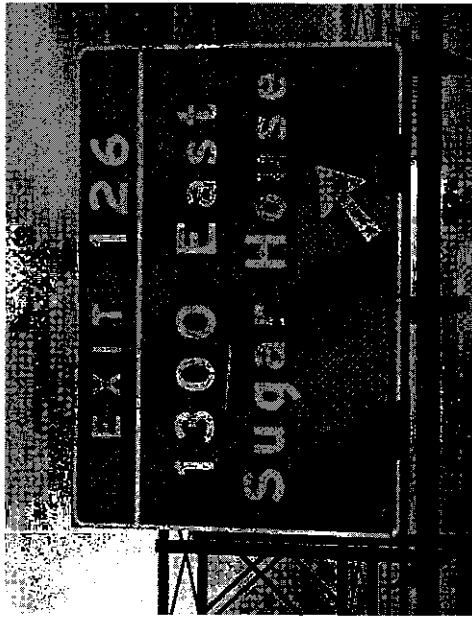
John L. Leonard, P.E.  
Traffic and Safety Operations Engineer

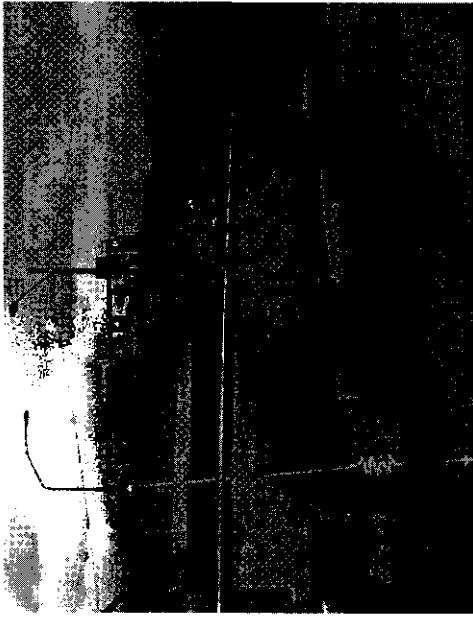
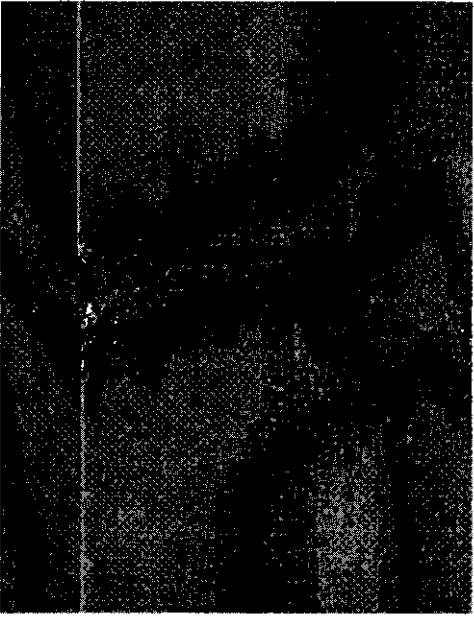
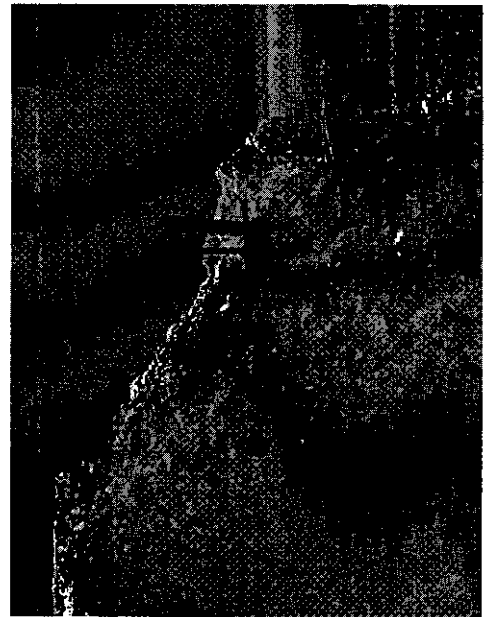
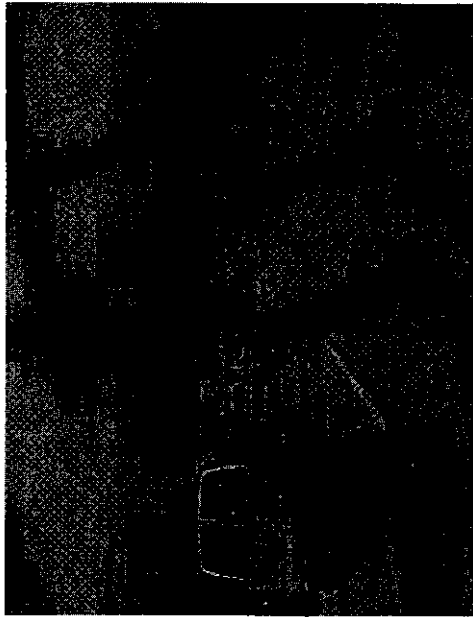
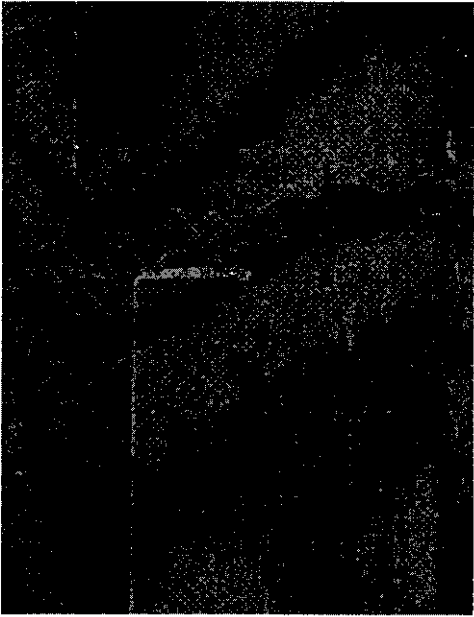
JLL/eg

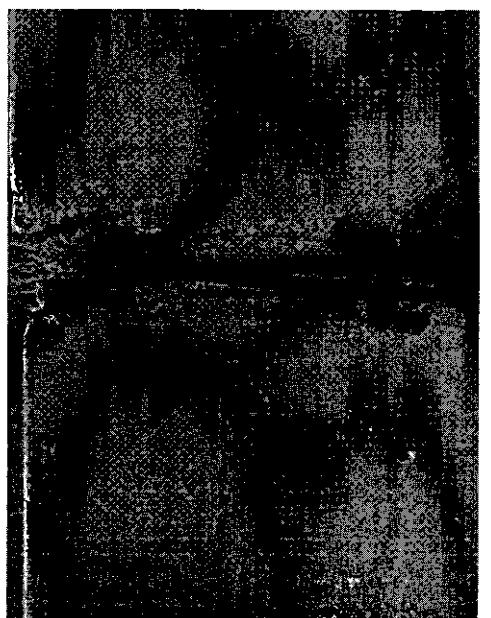
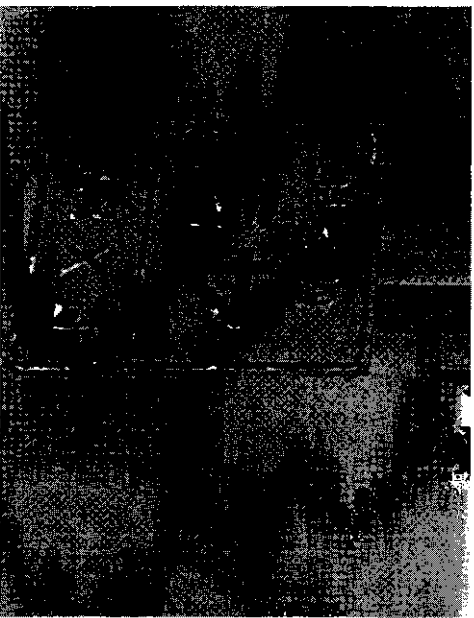
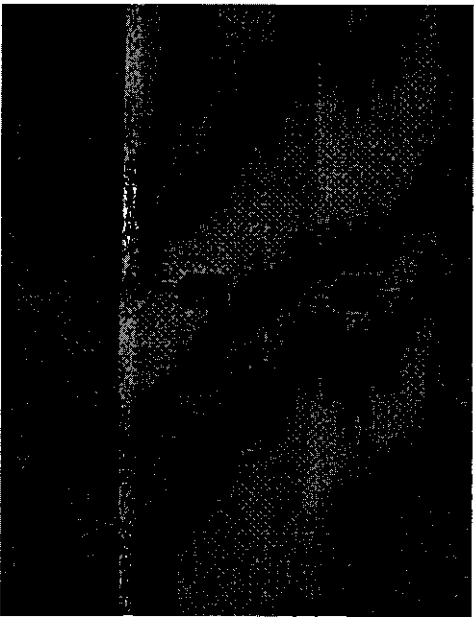
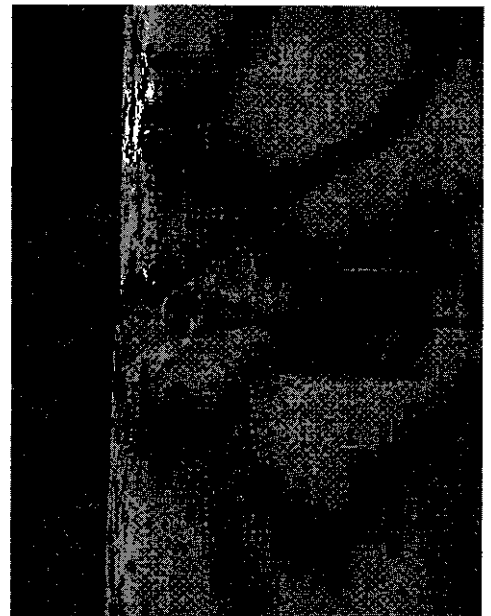
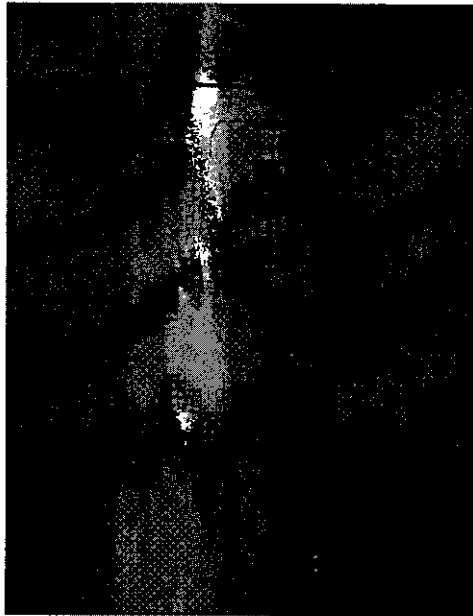
cc: Robert Hull  
Roland Stanger, FHWA

John Leonard  
Kris Peterson, R-2

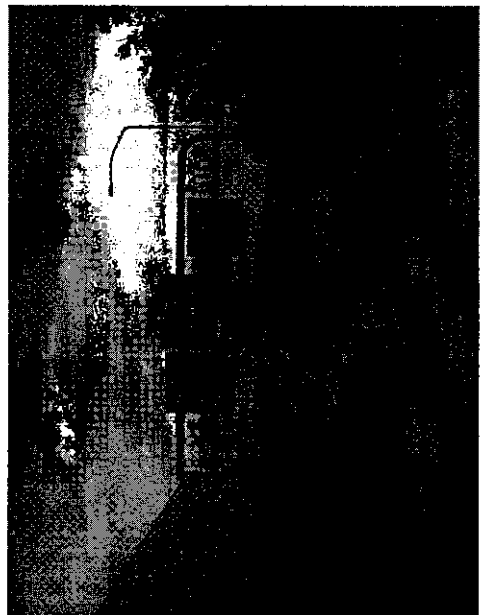
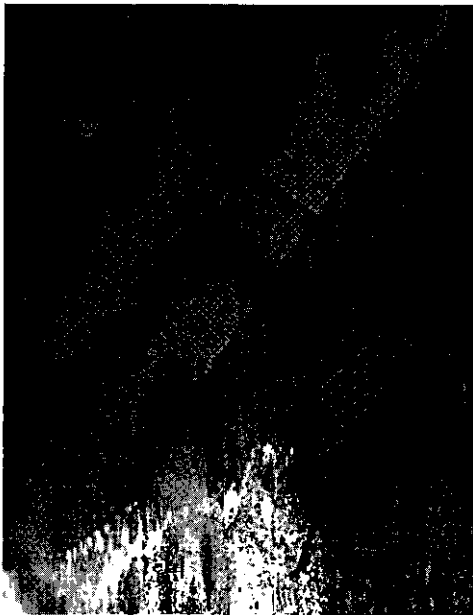
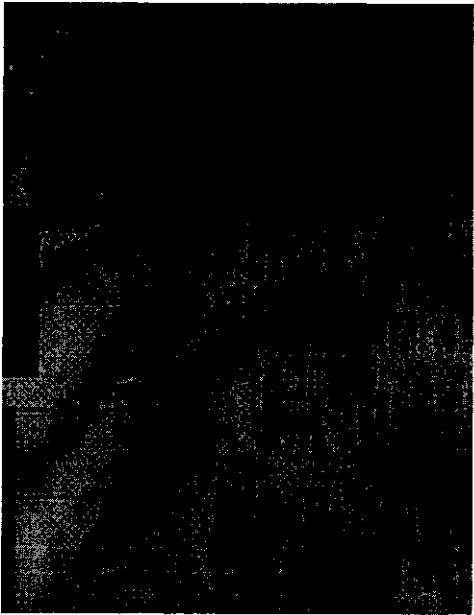
Zeke Gonzalez  
Tim Rose, R-2











06-1756



State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

September 26, 2006

Received

SEP 29 2006

USHPO

Matthew Seddon, Deputy State Historic Preservation Officer  
Division of State History  
300 Rio Grande  
Salt Lake City, Utah 84101-1182

RE: UDOT Project No. SP-80-3(68)121: I-80, State Street to 1300 East, Salt Lake County. Determination of Eligibility and Finding of No Effect

Dear Dr. Seddon

The Utah Department of Transportation (UDOT) in partnership with the Federal Highway Administration (FHWA) are conducting an environmental review of a proposal to reconstruct a portion of Interstate 80, from State Street to 1300 East, a distance of approximately 1.8 miles.

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. §470 et seq., and Utah Code Annotated (U.C.A.) §9-8-404, the FHWA, in partnership with the Utah Department of Transportation (UDOT), is taking into account the effects of this undertaking on historic properties, and will afford the Advisory Council on Historic Preservation (Council) and the USHPO an opportunity to comment on the undertaking. Please review this letter and, providing you agree with the finding contained herein, sign and date the signature line at the end of this letter.

Logan Simpson Design Inc conducted a Class III pedestrian inventory of the project area on April 28, 2006. The survey resulted in one newly recorded segment of site 42SL415, the Brick Plant Branch of the D&RG Railroad and one isolated occurrence. The segment of site 42SL415 recorded for this project passes beneath I-80 in Salt Lake City near the west side of Highland Drive. The railroad branch serviced the Interstate Brick Company from the early 1940s to the early 1960s when the company relocated to West Jordan, Utah.

The site has been heavily impacted by dismantling and landscaping and does not retain any recognizable features that portray its original association as a branch line nor with

railroading in general. Ultimately, it does not retain any aspects of historical integrity, and is thus recommended **not eligible** to the National Register of Historic Places under any criteria. In addition to this site, one isolated occurrence, a concrete box with a metal lid, was observed in the project area. This isolate is recommended **not eligible** to the NRHP under any criteria.

Due to the lack of eligible cultural resources in the Area of Potential Effect, **no historic properties will be affected** by the I-80 reconstruction project.

Please do not hesitate to call me at (801) 975-4923 or email at [ceaston@utah.gov](mailto:ceaston@utah.gov) if you have any questions or need additional information.

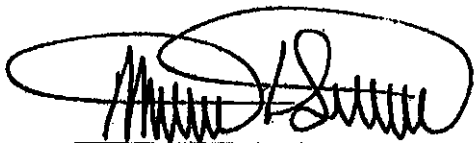
Sincerely,



Charles Easton  
Regional NEPA/NHPA Specialist

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I concur with the overall finding of **No Historic Properties Affected** for SP-80-3(68)121: I-80, State Street to 1300 East, Salt Lake County; and that the UDOT has taken into account effects of the undertaking upon historic and archaeological resources in accordance with Section 106 and U.C.A. 9-8-404.



Matthew Seddon, Deputy State Historic Preservation Officer

10/12/06

Date



State of Utah

ION M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

April 3, 2007

Ivan Wongan, Chairman  
**Northwestern Band of Shoshone**  
707 North Main Street  
Brigham City, UT 84302-3000

**Subject:** UDOT Project No. SP-80-3(68)121: I-80, State Street to 1300 East, Salt Lake County, Utah. Request to be a consulting party.

Dear Mr. Wongan,

The Utah Department of Transportation (UDOT) has initiated a State Environmental Study of a proposal to reconstruct a portion of Interstate 80, from State Street to 1300 East, a distance of approximately 1.8 miles. Excessive traffic along I-80 has, over time, fatigued the pavement and bridge decks within the project corridor. UDOT therefore proposes to replace the deteriorated concrete pavement and bridge decks. In addition, UDOT plans to widen the roadway and redesign on and off ramps to improve traffic flow. The proposed work will require vehicles and machinery to be present in the area between the edge of I-80 and the right-of-way fence, which may impact subsurface cultural resources located in that area. The proposed project will not require new right-of-way.

An intensive level archaeological inventory of the project area was performed within the boundaries of the study, during which, the archaeologist examined the ground surface for archaeological artifacts, features, and other traces of human occupation or use using the survey standards approved by the State of Utah and the Secretary of the Interior's National Guidelines.

The survey resulted in one newly recorded segment of site 42SL415, the Brick Plant Branch of the D&RG Railroad and one isolated occurrence. The segment of site 42SL415 recorded for this project passes beneath I-80 in Salt Lake City near the west side of Highland Drive. The railroad branch serviced the Interstate Brick Company from the early 1940s to the early 1960s when the company relocated to West Jordan, Utah.

The site has been heavily impacted by dismantling and landscaping and does not retain any recognizable features that portray its original association as a branch line nor with railroading in general. Ultimately, it does not retain any aspects of historical integrity, and is thus recommended not eligible to the National Register of Historic Places under any criteria. In addition to this site, one isolated occurrence, a concrete box with a metal lid, was observed in the project area. This isolate is recommended not eligible to the NRHP under any criteria.

Due to the lack of eligible cultural resources in the Area of Potential Effect, no historic properties will be affected by the I-80 reconstruction project.

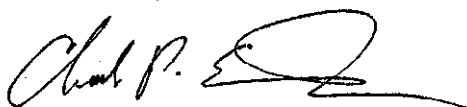
In accordance with the regulations published by the Advisory Council on Historic Preservation, 36 CFR Part 800, and U.C.A. 9-8-404, the UDOT request that you review this information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by this undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document.

At your request, we will be available to meet with you to discuss any concerns you might have. Please be assured that we will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural historic properties that might be affected by this proposed undertaking. We would also appreciate any suggestions you might have about any other groups or individuals that we should contact regarding this project.

A response within thirty days would be appreciated should you have concerns about this project and/or wish to be a consulting party. Please feel free to contact me at 801-975-4923 to answer any questions or to provide any additional information.

Thank you for your attention to this project notification and any comments you may have.

Respectfully,

A handwritten signature in black ink, appearing to read "Charles P. Easton", with a stylized flourish at the end.

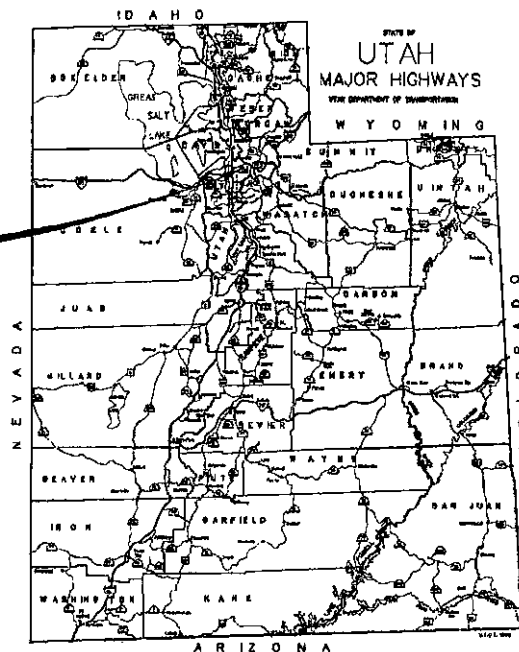
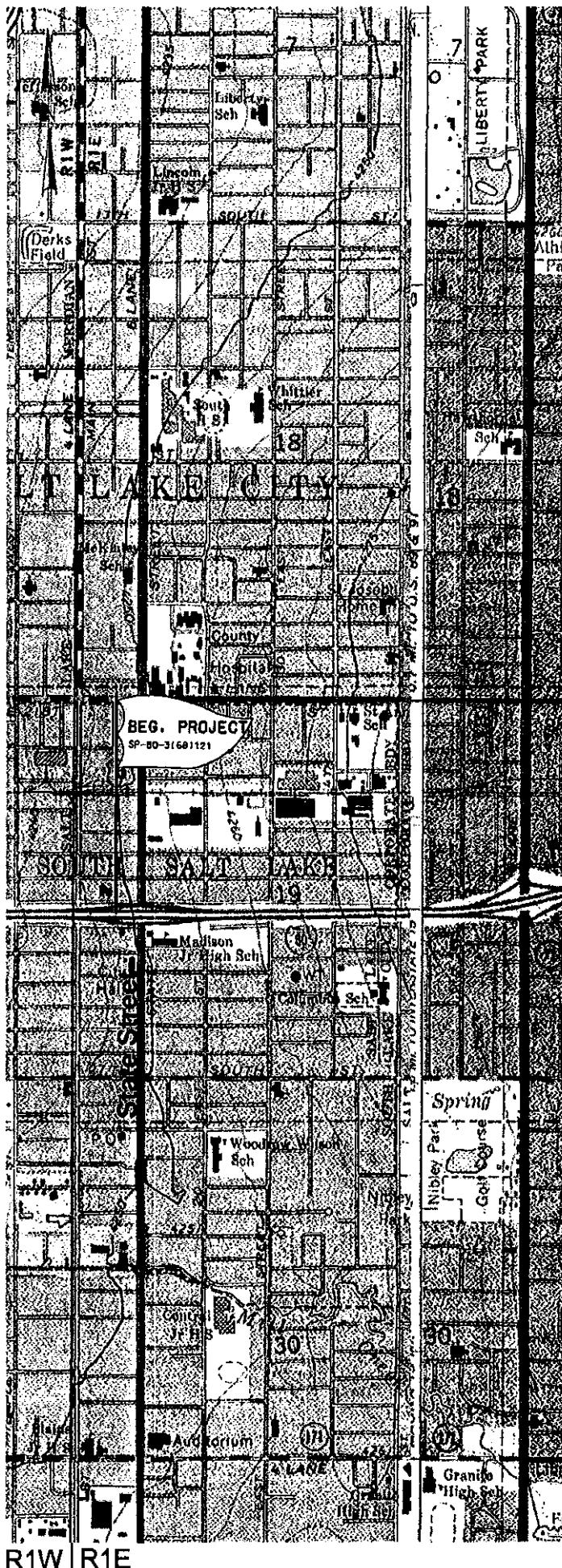
Charles Easton  
UDOT Region 2 NEPA/NHPA Specialist

Enclosure(s): Site Map

**IDENTICAL COPIES OF THIS LETTER SENT TO THE FOLLOWING:**

Tribal Contacts List For: SP-80-3(68)121: I-80, State Street to 1300 East, Salt Lake County, Utah.

Original to:	CC to:
Leon Bear, Chairman and THPO <b>Skull Valley Band of Goshute Indians</b> 3359 South Main St., #808 Salt Lake City, UT 84115	
Rupert Steele, Chairman <b>Goshute Indian Band</b> P.O. Box 6104 Ibapah, UT 84034	
Ivan Wongan, Chairman <b>Northwestern Band of Shoshone</b> 707 North Main Street Brigham City, UT 84302-3000	Patty Madsen, Cultural Resources Director
Maxine Natchees, Chairwoman <b>Uintah &amp; Ouray Ute Indian Reservation</b> 988 South 7500 East Fort Duchesne, Utah 84026	Betsy Chapoose, Director Cultural Rights and Protection
Nancy Murillo, Chairwoman <b>Shoshone-Bannock Tribes</b> 306 Pima Drive Fort Hall, ID 83202-0306	Willie Preacher, Cultural Resource Coordinator



Project Location

South Salt Lake and Sugar House Quad Maps

T1S R1W : Section 24  
T1S R1E: Section 19, 20, 21

I-80, State Street to 1300 East  
Project Location Map



State of Utah

DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

ION M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

07-0779

May 1, 2007

Mr. Cory Jensen  
Architectural Historian/National Register and Survey Coordinator  
Utah State Historic Preservation Office  
300 Rio Grande  
Salt Lake City, Utah 84101-1182

RE: UDOT Project No. SP-80-3(68)121: I-80, State Street to 1300 E., Salt Lake County, Utah. PIN 4303. Determination of Eligibility and Finding of Effect.

Dear Mr. Jensen:

The Utah Department of Transportation (UDOT), in conjunction with Salt Lake County, is proposing to improve I-80 from State Street to 1300 East in Salt Lake County. In accordance with Utah Code Annotated (U.C.A.) § 9-8-404, the UDOT has taken into account the effects of this undertaking on historic properties, and has afforded the USHPO an opportunity to comment on the undertaking. Please review this letter and, providing you agree with the finding contained herein, sign and date the signature line at the end of this letter.

The project's proposed improvements entail constructing four 12-foot general purpose travel lanes in each direction, a 20-foot center median and 12-foot shoulders on the inside and outside of the roadway. UDOT intends to construct auxiliary lanes in each direction between State Street and 1300 East; replace existing bridge structures at 300, 500, 700, 900 East streets and Highland Drive; lengthen the on/off ramps at State Street, 700 East and 1300 East with appropriate modifications to intersections with cross streets, and construct additional bridge structures at 600 East and Highland Drive to accommodate the additional length of the new ramps. The existing bridge structures at Highland Drive would be shortened. UDOT intends to construct a cul-de-sac on Driggs Avenue at 1300 East. Related improvements include the construction of retaining walls as needed to keep the roadway within the existing right-of-way; improving the storm drainage system, including the addition of a new storm water detention basin within the loop of the 1300 East westbound on-ramp; and constructing noise mitigation barriers where appropriate. Effects on the properties adjacent to the project corridor include demolition of primary buildings, potential soil settlement, and acquisition of land as UDOT right of way.



The project area is located in South Salt Lake and Salt Lake City, Salt Lake County. The legal location is T1S R1W Section 24 and T1S T1E Sections 19, 20, and 21 on the USGS South Salt Lake and Sugar House, Utah 7.5' Topographic Quadrangle.

The APE for the *I-80: State Street to 1300 East Project* includes those properties immediately adjacent to the I-80 roadway extending from the terminus of the westernmost on/off ramps at State Street to 500 East and within 250 feet of the I-80 roadway from 500 East to the terminus of the easternmost on/off ramps at 1300 East, with the exception of the cross-streets of State Street, 700 East, and 1300 East where the APE extends to 500 feet north and south of the I-80 roadway.

Mr. Charles Easton, UDOT Region 2 Archeologist, completed the archeological investigation for the APE, and found that the project would not affect any archeological properties. Dr. Matthew Seddon, Deputy SHPO, concurred with Mr. Easton's findings on October 12, 2006 (06-1756).

Consultant Nancy Calkins, an employee of Horrocks Engineering, conducted a selective architectural survey of the buildings and sites immediately adjacent to the I-80 roadway from 500 East to 1300 East. At the cross streets of 500, 700, 900 and 1300 East streets, the survey extends 500 feet north and south of the I-80 roadway. The survey included buildings constructed prior to 1962. Although UDOT improvements will include I-80 west to State Street, the survey was not extended west of 500 East because the properties closest to I-80 in this area are separated from the freeway by streets, and will not be impacted by the proposed improvements. A summary of the results of properties within the APE potentially affected by the proposed improvements is contained Table 1, *Architectural Survey Results*.

**Table 1. Architectural Survey Results.**

(Note: Shaded areas indicate adverse effects on eligible properties. Unless indicated otherwise, all properties are residential.)

Address	Date	SHPO Rating	Impact	Building/Effect
2408 South 1300 East	1949	Eligible/A	Direct ROW impact to house; total acquisition	Adverse Effect
2412 South 1300 East	1949	Eligible/A	Direct ROW impact to house; total acquisition	Adverse Effect
2393 South 500 East	c.1890	Eligible/B	None	No Historic Properties
2435 South 500 East	c.1895	Eligible/B	ROW acquisition of $\approx 77$ sq. ft.	No Adverse Effect
2434 South 600 East	c.1925	Eligible/B	ROW acquisition of $\approx 903$ sq. ft.	No Adverse Effect
2437 South	c.1905	Ineligible/C	None	No Historic Properties

Address	Date	SHPO Rating	Impact	Religion of Date
600 East		Integrity compromised by the application of synthetic siding, window replacement inconsistent with configuration of original windows, and incompatible replacement of porch elements.		
2349 South 700 East	1939	Eligible/B	ROW acquisition of ≈393 sq. ft.	No Adverse Effect
2357 South 700 East	1938	Eligible/A	ROW acquisition of ≈478 sq. ft.	No Adverse Effect
2435 South 700 East	1921	Eligible/B	ROW acquisition of ≈460 sq. ft.	No Adverse Effect
2437 South 700 East	1910	Ineligible/C	ROW acquisition of ≈163 sq. ft.	No Historic Properties
		Integrity compromised by the construction of a carport at the front of the house, and the application of synthetic masonry siding in panels on the south elevation.		
2447 South 700 East	c.1910	Eligible/B	ROW acquisition of ≈106 sq. ft.	No Adverse Effect
2331 South 700 East	c.1925	Eligible/B	ROW acquisition of ≈305 sq. ft.	No Adverse Effect
2327 South 700 East	c.1928	Eligible/B	ROW acquisition of ≈148 s. ft.	No Adverse Effect
2323 South 700 East	c.1915	Eligible/B	ROW acquisition of ≈101 sq. ft.	No Adverse Effect
2319 South 700 East	c.1920	Eligible/B	ROW acquisition of ≈48 sq. ft.	No Adverse Effect
2394 South 800 East	c.1915	Ineligible/C	Total acquisition due to ROW proximity impact	No Historic Properties
		Integrity compromised by the construction of a two-car garage on the primary elevation.		
2401 South 800 East	c.1920	Ineligible/C	None	No Historic Properties
		Integrity compromised by the application of synthetic siding and incompatible window replacement.		
72402 South 800 East	c.1905	Eligible/B	None	No Historic Properties

Address	Date	SHPO/NR Rating	Impact	Findings and Notes
2334 South 900 East	c.1905	Eligible/A	None	No Historic Properties
22361 South 900 East (Fairmont Park)	c.1935	Eligible/B	None	No Historic Properties
2375 South 900 East (Forest Dale Golf Course)	1906	Eligible/A	None	No Historic Properties
2386 South 900 East	c.1960	Ineligible/C Integrity compromised by the application of a garage addition, sided with material from a period outside the historic period of the house.	None	No Historic Properties
2392 South 900 East	c.1940	Eligible/B	None	No Historic Properties
2398 South 900 East	c.1915	Eligible/B	None	No Historic Properties
720 East Ashton Ave. (Parrish Place Bed & Breakfast)	c.1890	Eligible/A [NRHP and SLCRCR Listed]	None	No Historic Properties
748 East Ashton Ave.	c.1925	Eligible/B	None	No Historic Properties
752 East Ashton Ave.	c.1925	Eligible/B	None	No Historic Properties
766 East Ashton Ave.	c.1915	Eligible/A	ROW acquisition of ≈515 sq. ft.	No Adverse Effect
770 East Ashton Ave.	c.1900	Eligible/B	ROW acquisition of ≈1307 sq. ft.	No Adverse Effect
504 East Driggs Ave.	c.1945	Eligible/B	None	No Historic Properties
518 East Driggs Ave.	c.1945	Eligible/B	None	No Historic Properties
524 East Driggs Ave.	c.1945	Eligible/B	None	No Historic Properties
532 East Driggs Ave.	c.1945	Eligible/B	None	No Historic Properties
536 East Driggs Ave.	c.1905	Eligible/A	None	No Historic Properties
538 East Driggs Ave.	c.1935	Eligible/A	Potential settlement impact on lot; no impact anticipated on outbuildings or primary structure.	No Adverse Effect

Address	DRC	Historic Rating	Impact	Adverse Effect
550 East Driggs Ave.	c.1890	Eligible/B	Potential settlement impact on lot; no impact anticipated on outbuildings or primary structure.	No Adverse Effect
552 East Driggs Ave.	c.1945	Eligible/B	ROW acquisition of ≈78 sq. ft.	No Adverse Effect
560 East Driggs Ave.	c.1945	Ineligible/C Integrity compromised by cladding of vinyl siding that differs in width and texture from original siding, and from the replacement of windows and porch elements.	None	No Historic Properties
562 East Driggs Ave.	c.1895	Eligible/B	ROW acquisition of ≈303 sq. ft.	No Adverse Effect
572 East Driggs Ave.	c.1915	Eligible/B	ROW acquisition of ≈41 sq. ft.	No Adverse Effect
574 East Driggs Ave.	c. 1925	Eligible/A	Potential settlement impact on lot; no impact anticipated on outbuildings or primary structure.	No Adverse Effect
584 East Driggs Ave.	1873	Eligible/A	None	No Historic Properties
604 East Driggs Ave.	c.1895	Eligible/B	Potential settlement impact on lot; no impact anticipated on outbuildings or primary structure.	No Historic Properties
1200 East Driggs Ave.	c.1930	Eligible/B	None	No Historic Properties
1208 East Driggs Ave.	1929	Ineligible/C Integrity compromised by alterations to the eaves and gables, the addition of a porch railing, the replacement of the front door and the filling in of the sidelights, and incompatible window replacement.	None	No Historic Properties
1216 East Driggs Ave.	c.1930	Eligible/A	None	No Historic Properties

Address	Date	Significance	Impact	Findings
1220 East Driggs Ave.	c.1940	Eligible/B	None	No Historic Properties
1224 East Driggs Ave.	1948	Eligible/B	None	No Historic Properties
1232 East Driggs Ave.	1948	Eligible/B	None	No Historic Properties
1238 East Driggs Ave.	1948	Ineligible/C	None	No Historic Properties
		Integrity is compromised by the removal of historic wide siding and application of non-historic board and batten siding and thin brick veneer; the alteration of the fenestration pattern through the replacement of corner windows at the northeast corner, and the significant alteration of the porch.		
1246 East Driggs Ave.	1948	Eligible/A	None	No Historic Properties
1252 East Driggs Ave.	1948	Eligible/B	None	No Historic Properties
1258 East Driggs Ave.	1948	Ineligible/C	None	No Historic Properties
		Integrity is compromised by the application of non-historic stone veneer, the alteration and expansion of the front porch, and the replacement of historic windows.		
1266 East Driggs Ave.	1952	Eligible/B	None	No Historic Properties
1270 East Driggs Ave.	1948	Eligible/A	ROW acquisition of ~77 sq. ft.	No Adverse Effect
1278 East Driggs Ave.	1949	Eligible/A	Direct ROW impact to house; total acquisition	Adverse Effect
2409 South Highland Dr. (Multi-tenant commercial use)	1954	Ineligible/C	None	No Historic Properties
		Integrity of this storefront is compromised by the application of non-historic stucco veneer, replacement of the entrance, installation of non-historic awnings, and non-historic window replacement.		

Address	Date	Eligibility	Impact	Findings of Effect
2420 South Highland Dr. (Utah Light and Railway Southeast Substation)	c.1911	Eligible/A	None	No Historic Properties
2360 E. Lake	c.1930	Eligible/B	Direct ROW impact to house; total acquisition	Adverse Effect
2416 South Lake Street	c.1915	Eligible/A	None	No Historic Properties
2420 South Lake Street	c.1915	Eligible/A	None	No Historic Properties
2422 South Lake Street	c.1940	Eligible/B	None	No Historic Properties
759 East Parkway Ave.	c.1905	Eligible/B	Total acquisition due to ROW proximity impact	Adverse Effect
825 East Parkway Ave.	c. 1915	Eligible/A	Potential settlement impact on outbuilding; none anticipated for primary structure.	No Adverse Effect
831 East Parkway Ave.	c.1925	Eligible/A	Potential settlement impact on outbuilding; none anticipated for primary structure.	No Adverse Effect
837 East Parkway Ave.	c.1925	Eligible/B	Potential settlement impact on lot; on outbuilding; none anticipated for primary structure.	No Adverse Effect
843 East Parkway Ave.	c.1919	Eligible/A	Potential settlement impact on lot; on outbuilding; none anticipated for primary structure.	No Adverse Effect
849 East Parkway Ave.	c.1935	Ineligible/C Integrity compromised by the application of synthetic siding incompatible in size, texture and material with the original wood siding, by the replacement of multi-pane casement windows with double-hung windows, and by the removal of original garage doors and alterations to the garage entrance.	Potential settlement impact	No Historic Properties

Address	Date	Significance	Impact	Findings of Effect
857 East Parkway Ave.	c.1900	Eligible/B	Potential settlement impact	No Adverse Effect
861 East Parkway Ave.	c.1935	Ineligible/C Integrity compromised by the obscuring original masonry by applying synthetic siding, by the replacement of character-defining windows with windows inconsistent with the originals, and through the installation of a porch railing incompatible with the style and period of the house.	Potential settlement impact	No Historic Properties
865 East Parkway Ave.	c.1910	Eligible/B	None	No Historic Properties
1315 East Parkway Ave.	c.1940	Eligible/B	None	No Historic Properties
567 East Warnock Ave.	c.1920	Ineligible/C Early Salt Lake County Tax photo shows this house has undergone numerous alterations. A front porch was filled in. The footprint on the tax card indicates that the house retained its open porch into the late 1950s. The house has undergone siding and window alterations, and has undergone the loss of details such as exposed rafter ends.	ROW acquisition of ≈339 sq. ft.	No Historic Properties

In terms of NRHP eligibility, of the 73 properties cited above, 21 are rated at the "A" level of significance, indicating that they were built within the historic period, retain a high degree of physical integrity, and are excellent examples of a style or type. Thirty-nine of the properties are evaluated at the "B" level of significance, meaning that they were constructed within the historic period, retain integrity, and are good examples of the style but are not as well-preserved or as well-executed as the "A" buildings. Thirteen buildings are evaluated at the "C" level of significance, indicating that they were built during the historic period but have had major alterations or additions, do not retain physical integrity and are thus considered ineligible for the NRHP.

All but five of the properties are used as residential buildings. Two properties are used commercially (720 E. Ashton Avenue is a bed and breakfast establishment; 2409-13 Highland Drive is a small strip mall development); one property is a park (Fairmont Park); one property is a power station (2420 S. Highland Drive); and one property is a municipal golf course (Forest Dale Golf Course, 2375 S. 900 E.). The construction dates of buildings associated with various time periods indicate the typical development pattern of Salt Lake City's southern suburbs in the Big Field. Eight percent of the buildings were constructed prior to 1900, at a time in which the land within the survey area was used for farmland. Twenty-nine percent were constructed from 1900 to 1920, a period in which developers were actively platting subdivisions and constructing homes, supported by an extensive streetcar system. Twenty-six percent of the properties were constructed during the 1920s and 1930s, indicating that what had been outlying areas were maturing. Thirty-seven percent were constructed between 1940 and 1960, representing post-war in-fill development as the economy improved and financing options expanded. The historic boundaries for the properties consist of the legal boundary for the parcel of land on which the building is located.

In consultation with the Utah SHPO, the following criteria were used to evaluate effects of the project on historic properties: 1) No Effect – the ROW for the build alternative does not encroach on any part of the boundary defined for the historic property; 2) No Adverse Effect – the ROW for the build alternative is within the boundary of the historic property, but does not result in the acquisition of the historic property, and does not result in the alteration of any of the characteristics that qualify the property for the NRHP in a manner that would diminish any of the relevant aspects of integrity; 3) Adverse Effect – the ROW for the build alternative is within the boundary of the historic property, and results in the acquisition of all or part of the historic property such that the characteristics that qualify it for the NRHP are altered in a manner that diminishes the integrity of the property. The proposed improvements will have an adverse effect on six properties.

In summary, UDOT is submitting determinations of eligibility for 73 buildings of which 60 are eligible for listing on the NRHP. The proposed improvement will have an adverse effect on five properties that are eligible for listing on the NRHP. The overall finding of effect for the project is that it will have an **adverse effect** on historic properties.

UDOT will continue to work towards resolution of adverse effects. If the adverse effects cannot be avoided, additional measures will be explored during design to minimize or mitigate the impacts. A Memorandum of Agreement (MOA) will be executed that stipulates how the adverse effects will be resolved. UDOT will extend an invitation to Salt Lake City Corporation to participate in the MOA as a consulting party. Mitigation measures may include, but are not limited to, preparing an Intensive Level Survey (ILS) for the five homes for which an adverse effect was found; investigating the possibility of adding properties within the survey area for listing on the NRHP; or using project funds to aid in a historic preservation project in Salt Lake City.



Please feel free to call me at (801) 965-4917 if you have any questions or need additional information.

Sincerely,

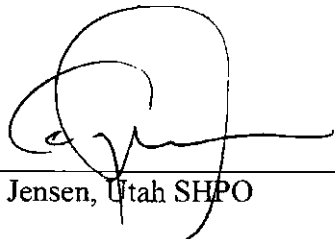


Elizabeth Giraud, AICP  
UDOT Architectural Historian

Cc: John Montoya, UDOT Project Manager  
Brandon Weston, UDOT Region 2 Environmental Manager  
Stan Jorgensen, Project Manager, Horrocks Engineering

---

I concur with the determinations of eligibility, finding of **adverse effects**, and proposed mitigation for UDOT Project No. SP-80-3(68)121: I-80, State Street to 1300 E., Salt Lake County Utah; and that UDOT has taken into account effects of the undertaking upon historic resources in accordance with U.C.A. 9-8-404.



Cory Jensen, Utah SHPO

5/8/07

Date

# Memorandum

Utah Department of Transportation

---

To: Judy Imlay  
Horrocks Engineers

From: Paul W. West, Wildlife/Wetlands Biologist  
UDOT, Environmental Services

*P.W.W.*

Date: May 8, 2007

Re: SP-80-3(68)121 – I-80 Improvements, State Street to 1300 East, Salt Lake County (PIN 4303)

CC: Shane Marshal – UDOT, Environmental Services  
Betsy Skinner – UDOT, Environmental Services  
Kevin Kilpatrick – UDOT, Region 2  
Ashley Green – UDWR, Central Region  
File

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I understand that the Utah Department of Transportation is proposing to make improvements to a section of I-80 between State Street and 1300 East in Salt Lake County (see location maps).

A review of the Utah Division of Wildlife Resources (UDWR) database indicates that no federally listed, threatened, endangered, or candidate species, or any critical habitat in the State of Utah would be affected by this project.

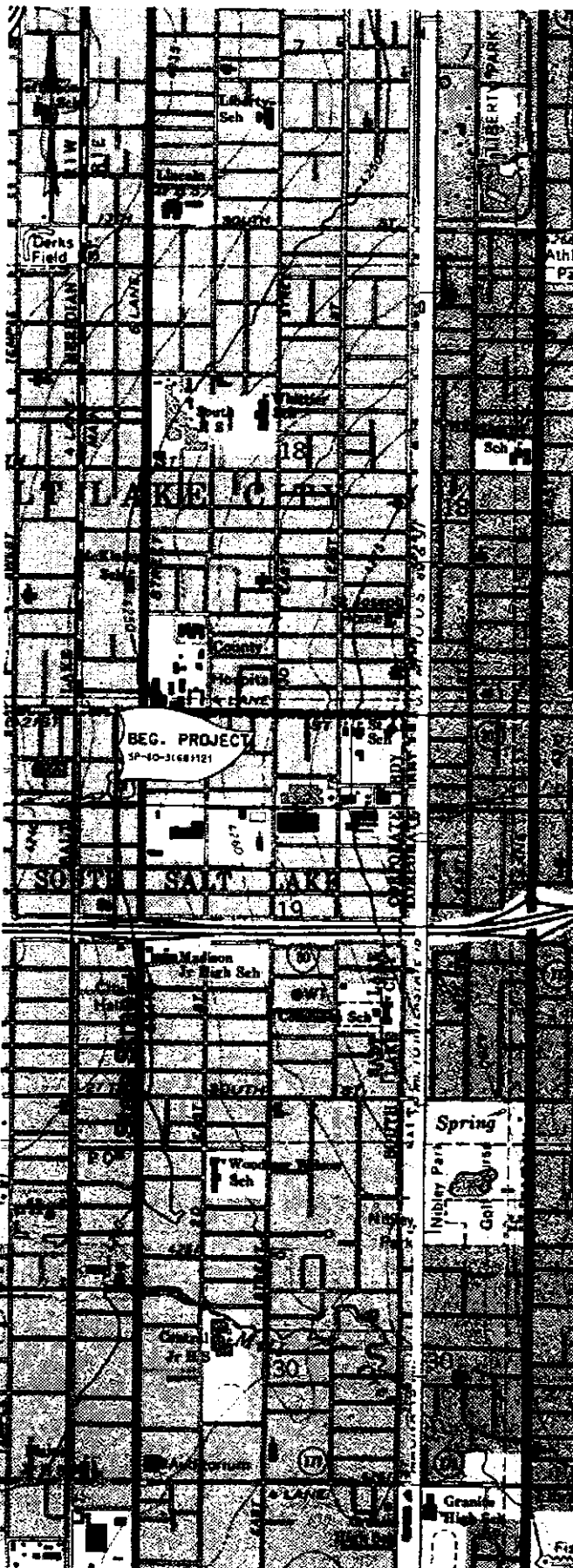
In accordance with a memo by the U.S. Fish and Wildlife Service's Utah Field Office, dated January 27, 2006, we are not required to obtain concurrence letters from them for "no-effect" determinations. Therefore, this memo is issued in-lieu of their concurrence for your environmental documentation.

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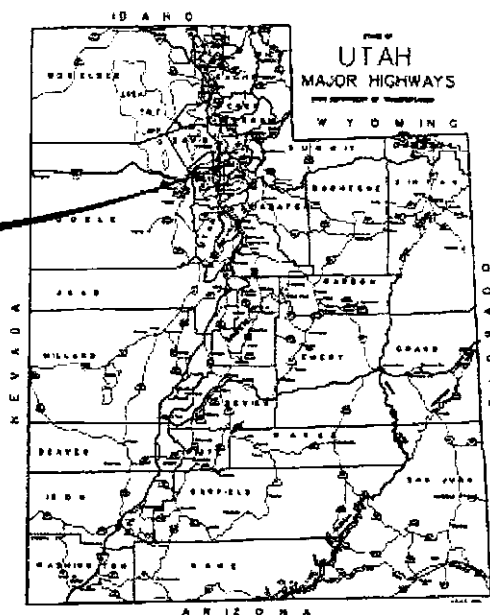
In addition, as required in Section IX, on the UDOT Environmental Study Form, I have evaluated the above-referenced project with regard to wildlife issues using the Utah Division of Wildlife database, UDOT's Traffic and Safety data, and UDOT's Wildlife Connectivity database.

Based on the above-referenced information, I feel this project should have no effect to any state-sensitive species, important wildlife habitat, big game migration routes, habitat connectivity, or fish passage.

If you have any questions, please call me at (801) 965-4672, or email at [paulwest@utah.gov](mailto:paulwest@utah.gov).

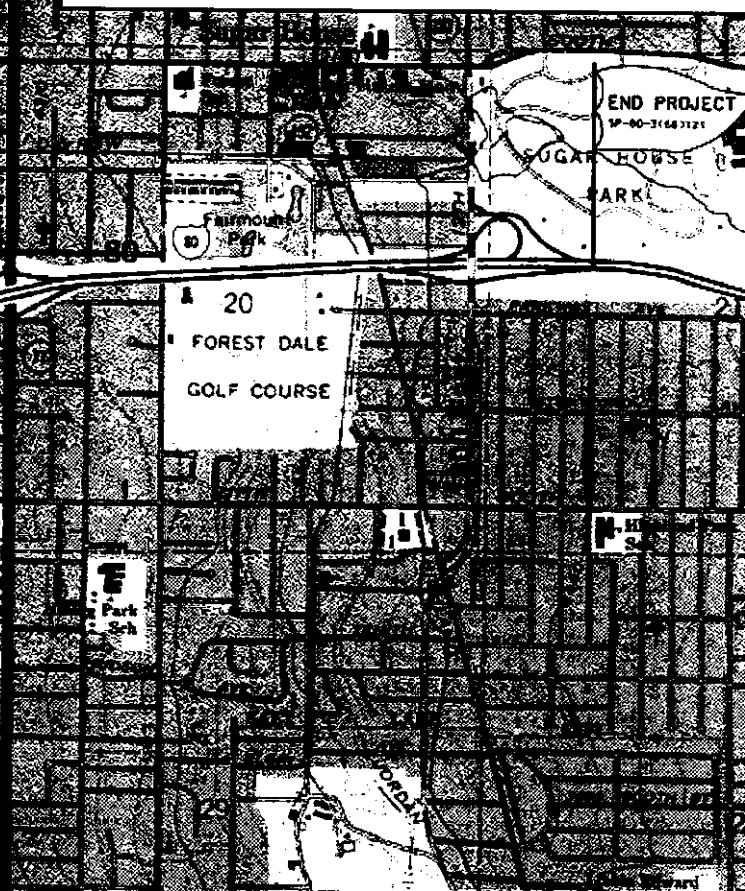


Project  
Location



South Salt Lake and Sugar House Quad Maps

T1S R1W : Section 24  
T1S R1E: Section 19, 20, 21



I-80, State Street to 1300 East  
Project Location Map